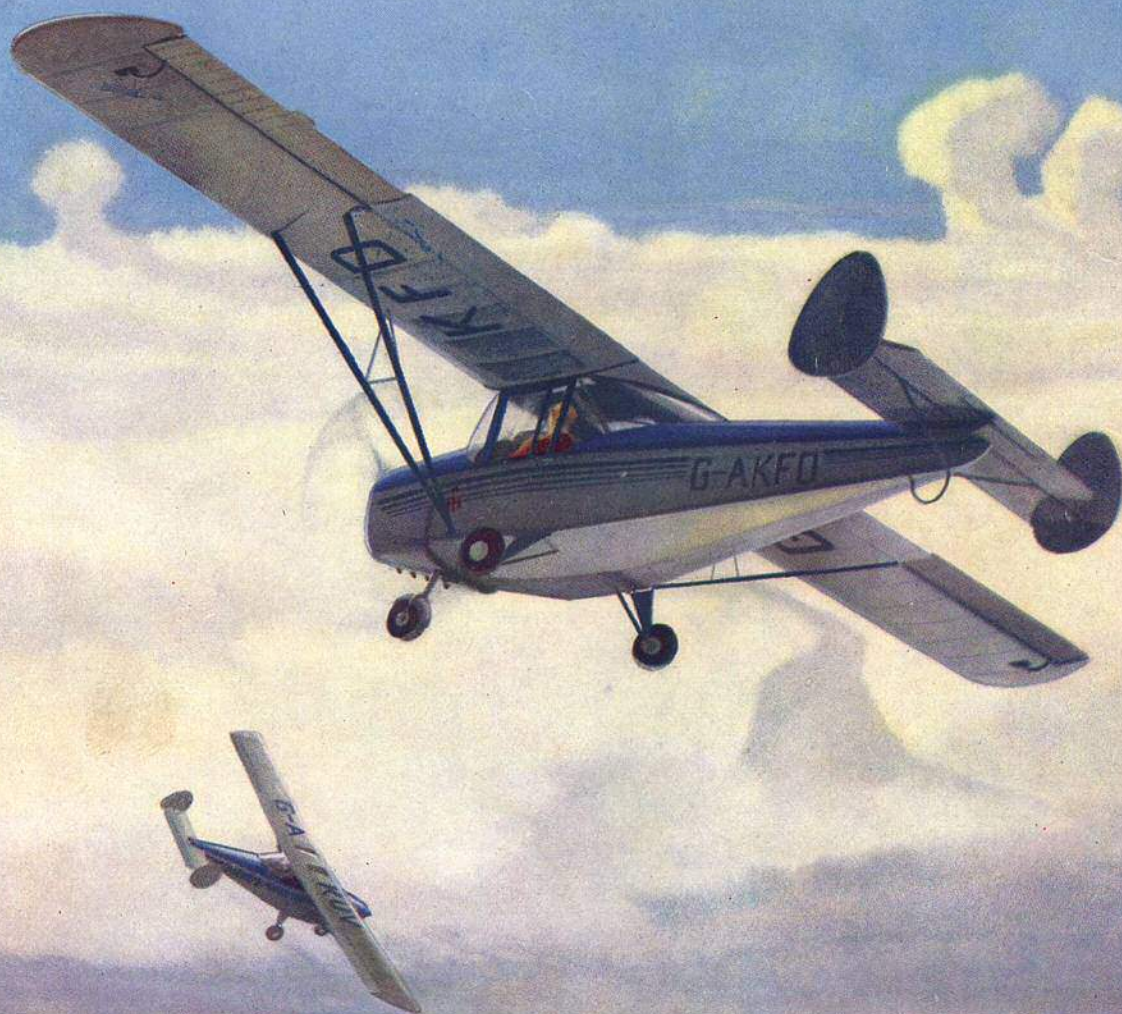


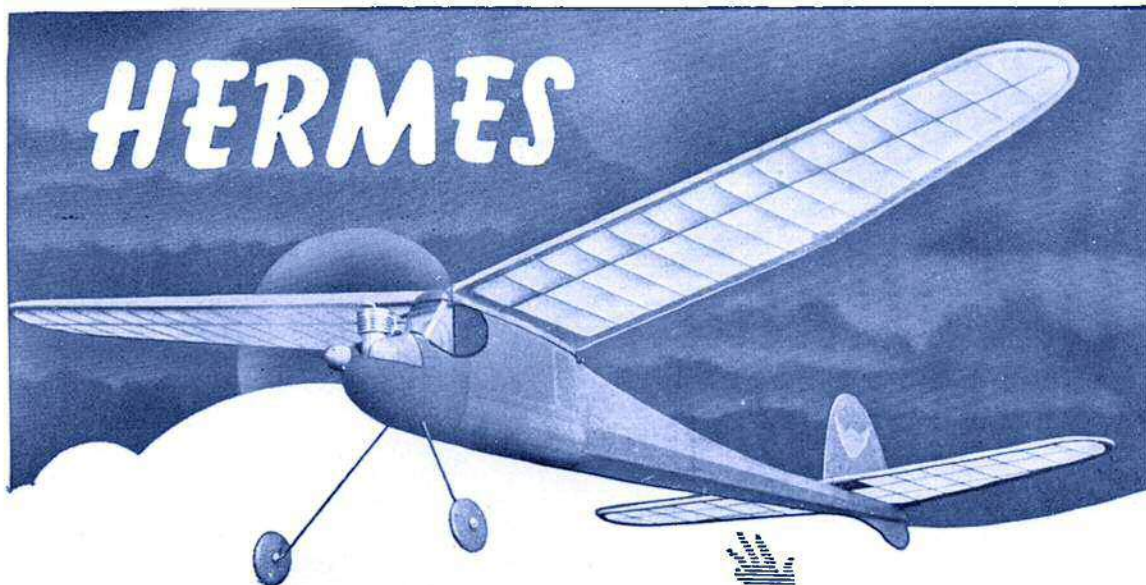
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1949

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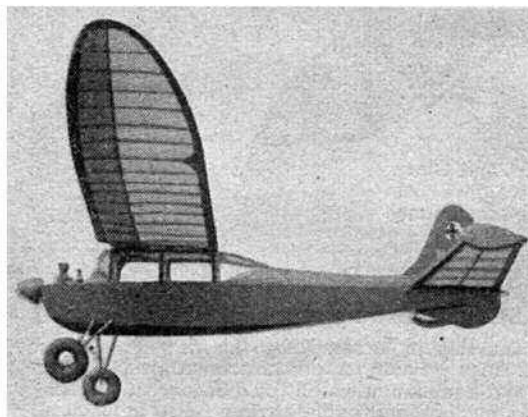
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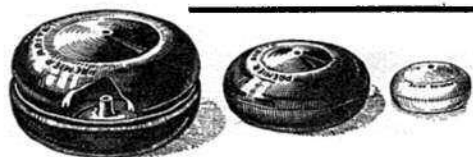
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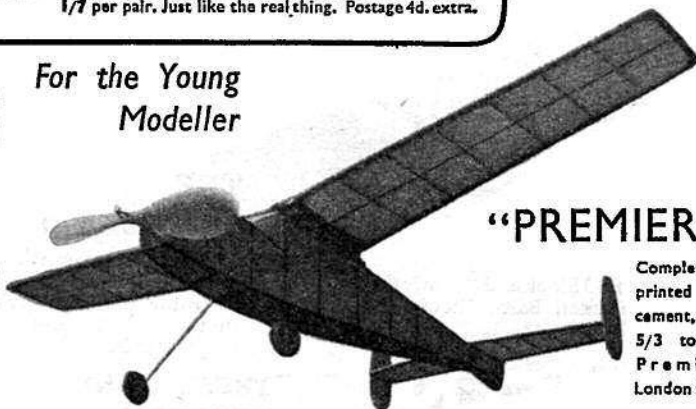
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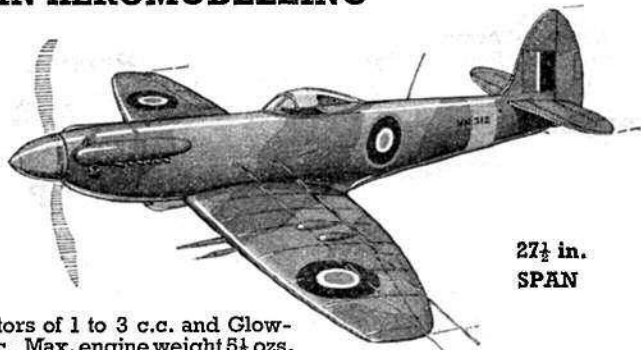
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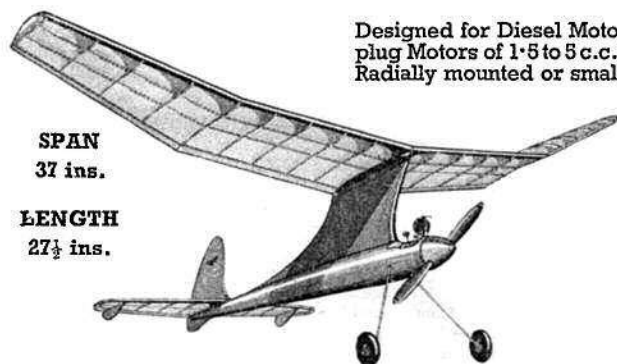
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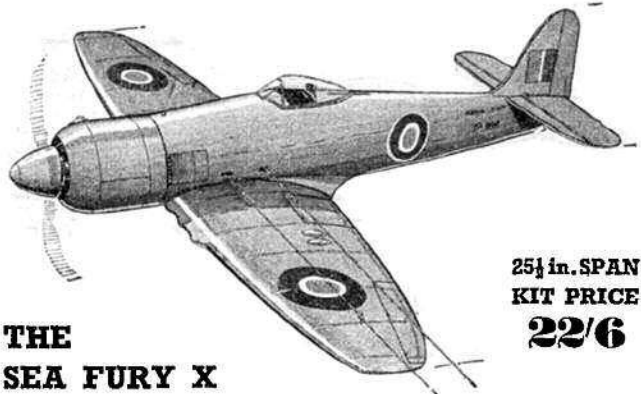
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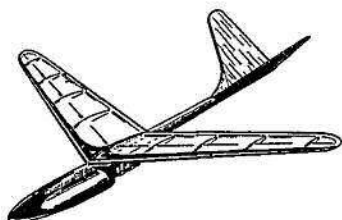
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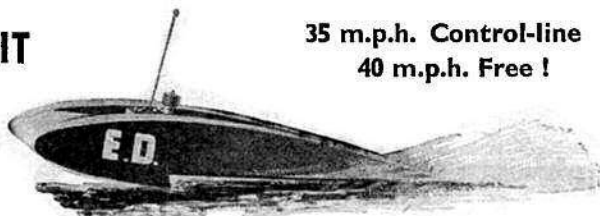


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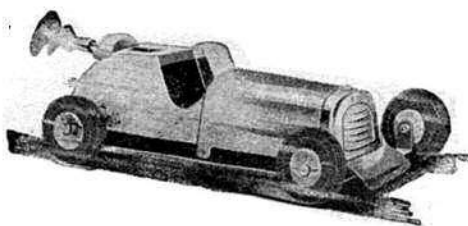
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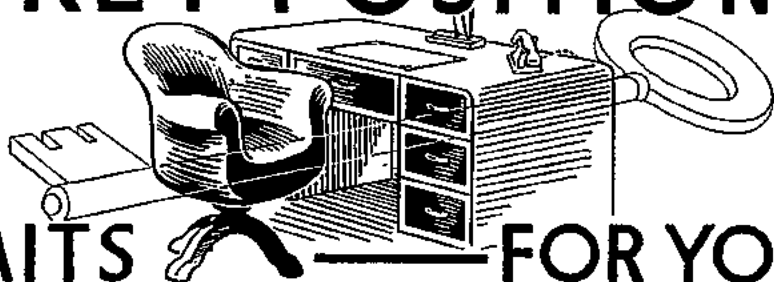
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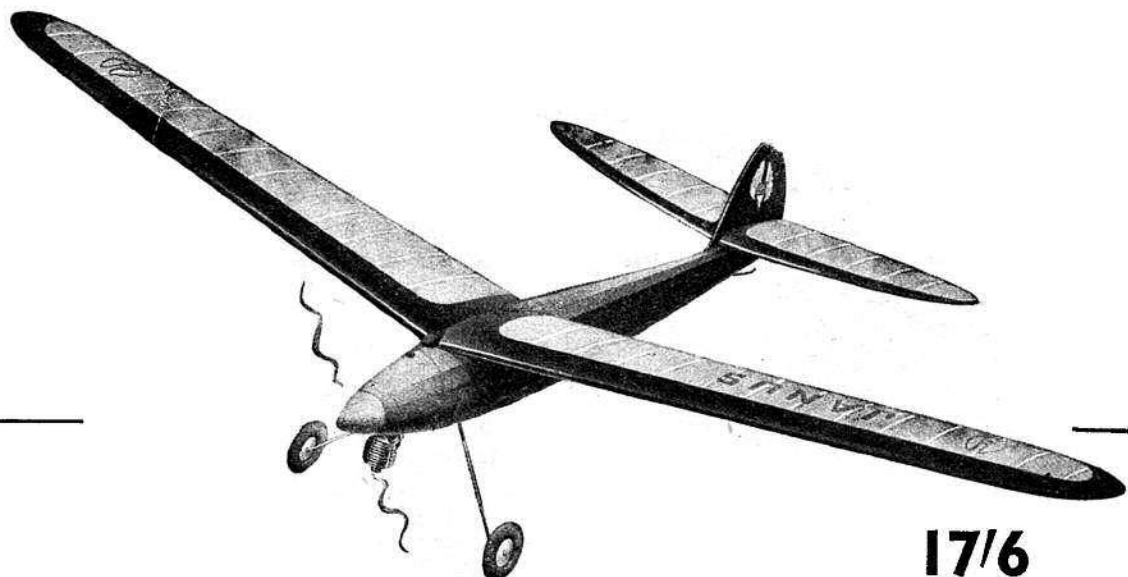
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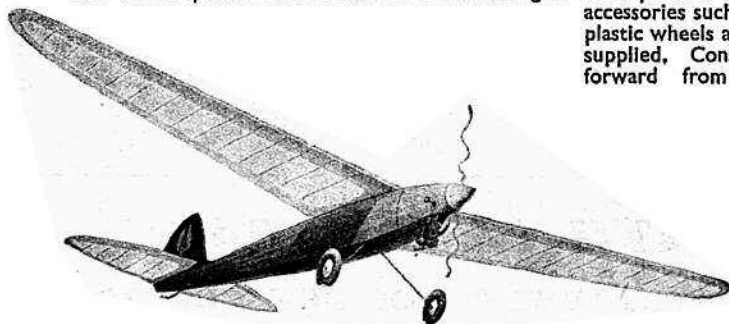
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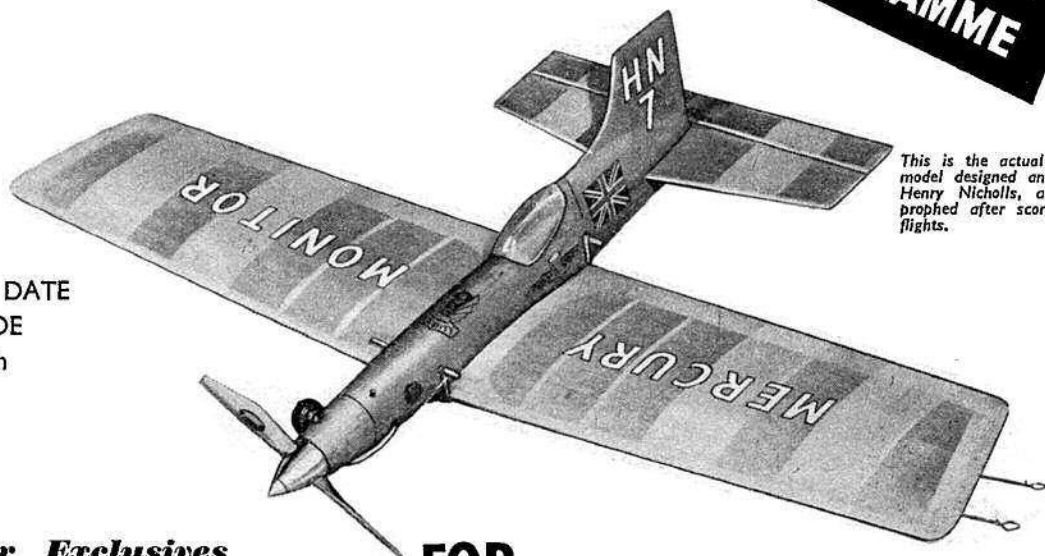
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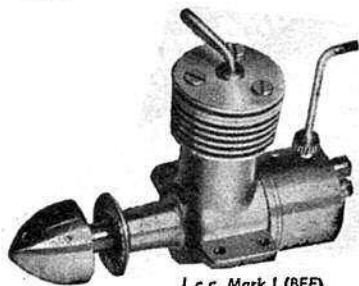
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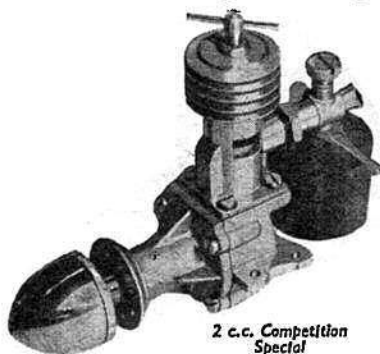
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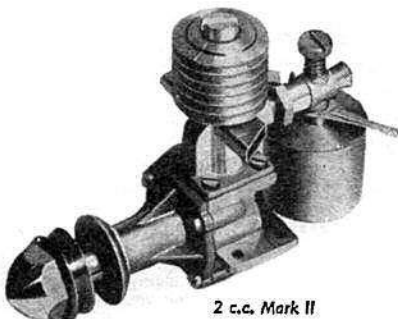
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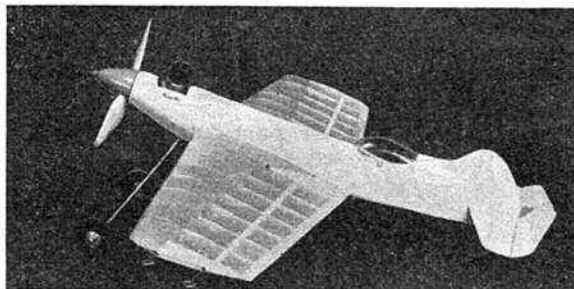


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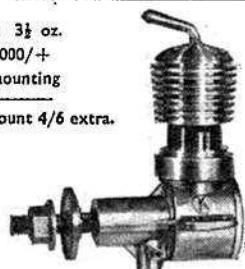
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## Wakefield Contest

**T**HIS year's Wakefield Contest, to be held on the airfield at Cranfield near Bedford on Sunday, July 31st, has a record number of entries.

Referring to the S.M.A.E. page towards the end of this issue, readers will see that no less than 17 countries are already scheduled as taking part. This entry exceeds by a useful margin the previous largest, which was for the contest held in Paris in 1938 when 11 countries participated.

The most gratifying feature of this entry is that in the majority of cases full teams are coming over personally, and consequently there is little doubt that there is going to be a wealth of interest available for all aeromodellers who make the journey to Cranfield on August Bank Holiday.

We are pleased to see that Frank Zaic will be coming over as Manager of the American team and we note a number of other familiar names amongst the individual entrants. In regard to the entry from Ireland it is not clear whether Northern Ireland or Eire is indicated, and our enquiry for clarification was met with the reply that entrants were just coming from Ireland! Let us hope that these entrants will be widely representative of that country so that the world may see that, *outside* politics, and *within* the sphere of model aeronautics, all Irishmen think alike and can pull as a team for the good of the cause!

In the June issue of "Model Aircraft" (journal of the S.M.A.E.) editorial criticism is expressed at the very poor response to the S.M.A.E.'s Wakefield Contest Fund. It is stated that the number of Clubs who have made any subscription to the fund for this purpose "can be counted on the fingers of one hand".

To date, the AEROMODELLER has received no approach from the S.M.A.E. for any financial support; so without further ado we have forwarded a cheque for 50 guineas to the 1949 Wakefield Fund.

So far as arrangements are concerned we understand that visiting teams will be welcomed on arrival in London, and that on the afternoon of Friday, July 29th, there will be an Official Reception at the Royal Aero Club. Later, the teams will be transported to Cranfield and it is hoped that all contestants will have checked in by that evening.

The following day, Saturday, will be devoted to test flying and processing (weighing and checking), of all the contestants' models.

Sunday, of course, is the day of the contest, which, judging by the number of entries, will provide a full day's work for the organizers if for no one else!

On Monday there will be the International Bowden and Power/Ratio contests and on Tuesday teams will disperse for return to their countries, or to various parts of this country in the case of those who are staying a few days before returning home.

We feel that the team chosen by elimination to represent Great Britain is a worthy one, and we wish the entrants all success. It is pleasing to see that Roy Chesterton again placed top in the Trials, flying his well known "Jaguar", and it will be interesting to see whether he can pull off the "double double" by winning the finals. Eric Smith is also flying this famous design.

We are delighted to see that hardworking aeromodeller R. H. Warring now in the team for the first time. He will be flying his latest "Zombie" design which he has been so successful in developing during the past two years, and it is interesting to know that Mr. Holland also will be flying a model of this type.

If either of these entrants should be so favoured as to retain the trophy for Great Britain, we shall (unfortunately) be unable to boast a "scoop" by publishing exclusively the winning design, since "Zombie" has already been "released" in the AEROMODELLER by a full description and plans in our April issue.

The fifth and sixth entrants, Messrs. Hinks and Clements, will be flying models of their own design, and we shall await with interest the final placings of our six representatives to see how these two "own design" entrants compare with the

well tried "Zombie" and "Jaguar" designs.

To all entrants, no matter which country they represent, we extend a hearty welcome on behalf of all the aeromodellers of this country, and assure them of our united goodwill and the hope that, regardless of nationality, good flying will be enjoyed by all and that the Trophy will go to the team and individual contestant who most deserves it!

Comprehensive arrangements have been made by the Editorial Staff of the AEROMODELLER to give the Wakefield Contest the widest coverage so that a comprehensive and fully illustrated report of the meeting can be included in the September issue of the AEROMODELLER.

We feel that, to do justice to the large number of entrants and in view of the important International aspect of the meeting, a considerable extra number of pages should be carried in this issue of the AEROMODELLER.

We have already announced that as from this current August issue a considerably improved quality of paper would be used for the editorial section, and we are now able to announce that the September issue will, in addition, contain a special 32-page Wakefield Supplement. This supplement will be printed on heavy white art paper so that the quality of reproduction of the many half-tone photographs illustrating it will be as fine as possible. This September issue will be equal in size and exceed in weight our previous Christmas numbers and will therefore be published at the usual double number price of 2s. 6d.

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No ordinary glider this for it features a radio control set and was entered in the Thurston Cup at this year's Nationals by Mann, of Romford.



The preparation of this large supplement cannot commence until after the August Bank Holiday. It will in fact be commenced just about the time the issue should normally be closing for press. Whilst no effort or expense will be spared to get this supplement to press as quickly as possible it is inevitable, in view of the time necessary for layout, illustrator's work and block making, to say nothing of composing and printing, that the publication of the issue will be delayed by two or three days. We are sure our readers will not mind this delay in view of the importance of this issue. However, it is hoped that distribution of copies throughout the country will have been effected by not later than the end of August.

### Public Address Service

In the Spring of this year we purchased a large and powerfully-engined vehicle of the station wagon type, which we have had equipped with an up-to-date public address system. The whole unit is self-contained and comprises a pair of powerful loudspeakers mounted on the roof of the vehicle and provided with duplicate amplifier sets and ancillary equipment.

Our purpose in purchasing and equipping this vehicle is to make it available to organizers of the larger model aircraft meetings throughout the flying season, and Club Secretaries may care to note that we are prepared to loan the vehicle

(subject of course to necessary supplies of petrol being available) where it is likely to assist in the smooth running of meetings.

It will naturally be appreciated that the vehicle can only be in one place at a time, and our policy in allocating it will be on the basis of "the larger the meeting the higher the priority".

Applications for the loan of the vehicle (for which no charge will be made) should be sent to Mr. Rushbrooke at our Leicester Office.

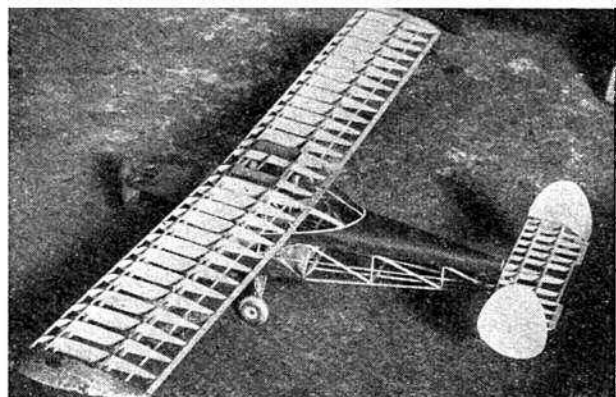
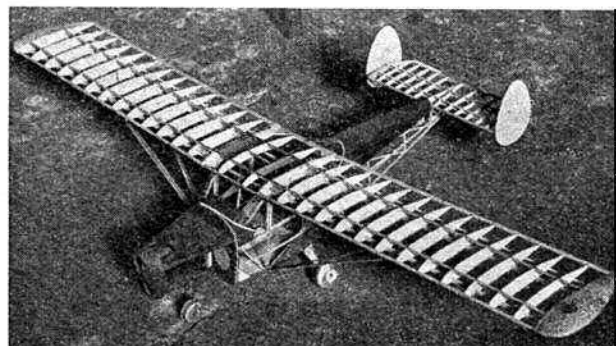
The AEROMODELLER Public Address Service was introduced at the British Nationals and was placed at the disposal of the S.M.A.E. Organizers, and the Society's Officials have lost little time in acknowledging its usefulness.

The Hon. Sec. has written saying "will you please accept my very best thanks for the fine services provided at this meeting by the AEROMODELLER Public Address Van", whilst from Mr. R. H. Turner, Competition Sec. we have a letter in which he says "I would like to express my very sincere thanks for the yeoman services rendered by you throughout the two meetings and which I think greatly contributed to their success".

More recently we have added a number of stop-watches to the equipment carried which, incidentally, includes portable scoreboards, folding bench seats, etc., so that the whole unit can be used as the Organising Secretary's headquarters.

# A 1½ inch to 1 foot Flying Scale Power Model of the CHRISLEA SUPER

Designed by E. J. RIDING



**I**N choosing the Chrislea Super Ace as the subject for a Scale Model, a departure from the orthodox has been made in that the machine offers opportunities for investigating the flying characteristics of a tricycle undercarriage as applied to model aeronautics.

The actual construction of the model is simple and straightforward, and constant reference to the G.A. drawing, the photographs of the model in various stages of construction together with Mr. Moore's cut-away drawing should ensure that the modeller encounters nothing in the way of building snags. Indeed, the only part of the construction that is liable to cause any difficulty to even a beginner in this sphere of model building is, as usual, the soldering of the undercarriage assembly.

The model is as near scale as is compatible with successful flying, the dihedral, sizes of tail surfaces and wing section being correct to 1/8th scale.

As an experiment, the use of stiff cartridge paper for the entire fuselage decking aft of the wing has proved very successful, and after nearly three months' exposure to all sorts of temperatures and conditions of humidity it has so far refused to form wrinkles. The saving in weight has been considerable, since one is able to do away with intermediate formers.

The test flying of the model is carried out in the usual way, i.e. by gliding it until by the addition of small amounts of ballast to the tail end of the machine a straight and steady

*On the left: Two views of the model less engine and cowlings prior to covering. Basically the construction of the airframe follows closely upon the lines of those of the full sized machine. Comparison of the two lower photographs will show how scale effect has been preserved. The impression that the model (right) has more dihedral than the original is caused by the position of the camera in relation to the model.*

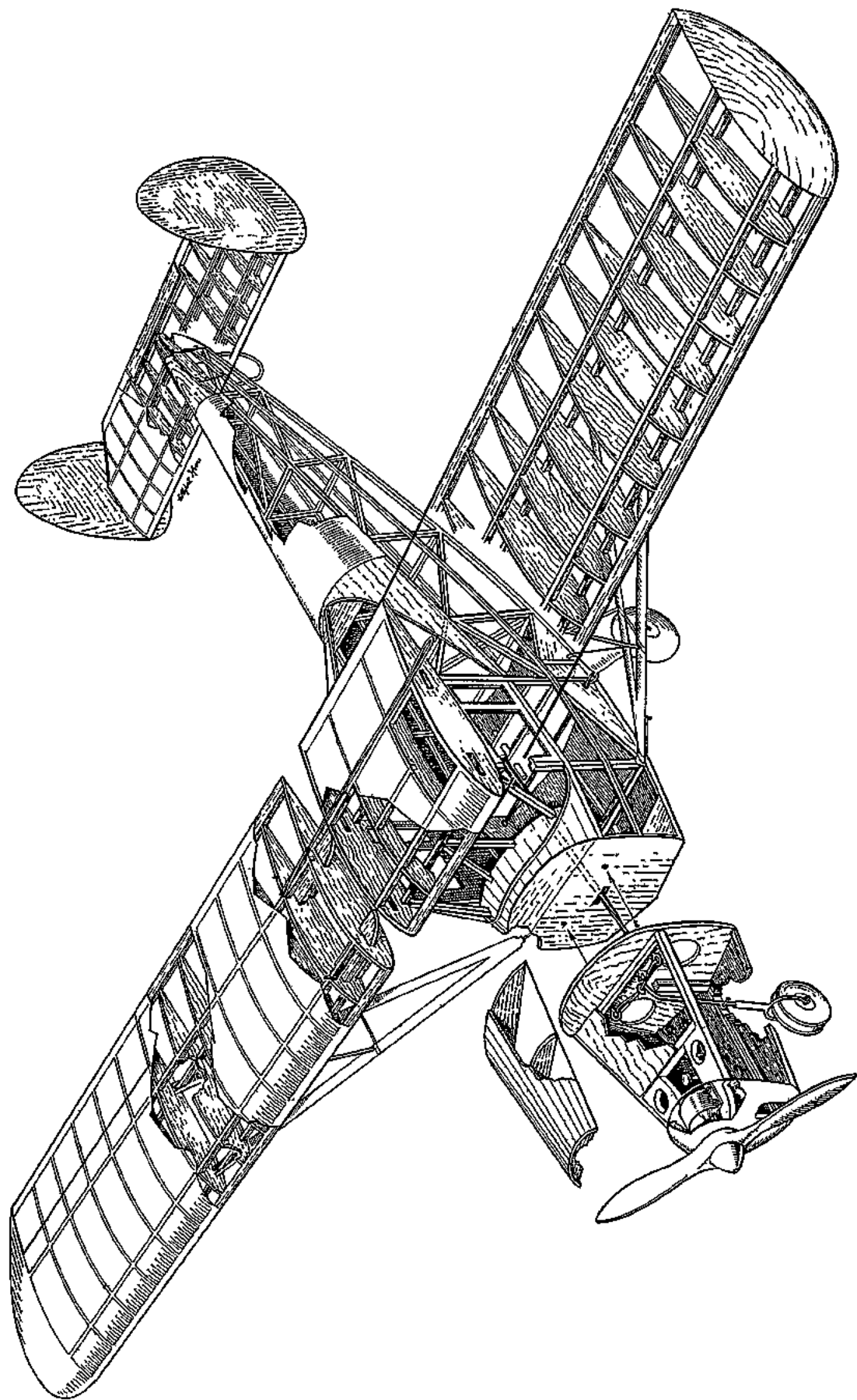
"Aeromodeller" Photos





ALTOON & WINNERS GROW & SELLERS BULLY  
CANNAS ONE OF THE FINEST CUTTER FROM THE  
MOUNTAIN TO THE MOUNTAIN TO THE MOUNTAIN







Two flying shots taken at Eaton Bray recently would deceive anyone but a disbeliever! Unfortunately the only "pilots" available had 1914-18 period flying clothing, and were consequently unsuitable for the "Ace". See here how final details such as exhaust stubs, venturis, control horns, etc., add to the realism of the model.

Below, a close-up view of the engine mounting and (right) a further shot of the model, this time shown at rest on the take-off base.



glide is obtained.

With a small amount of fuel in the tank the model should then be allowed to take off under power, correcting each tendency to dive or stall by giving downthrust or upthrust to the engine, whichever the case may be. The bolt holes in the engine bearers should be drilled so that the engine takes up a position whereby it has about three degrees sidethrust to counteract torque effect.

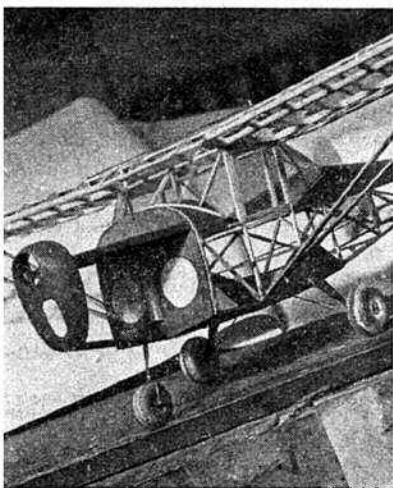
Before releasing the model on its first power flight check that the wheels are revolving freely, and that the nose wheel is lined up with the main undercarriage wheels. Slight

directional control can be exercised by deflecting one or both rudders.

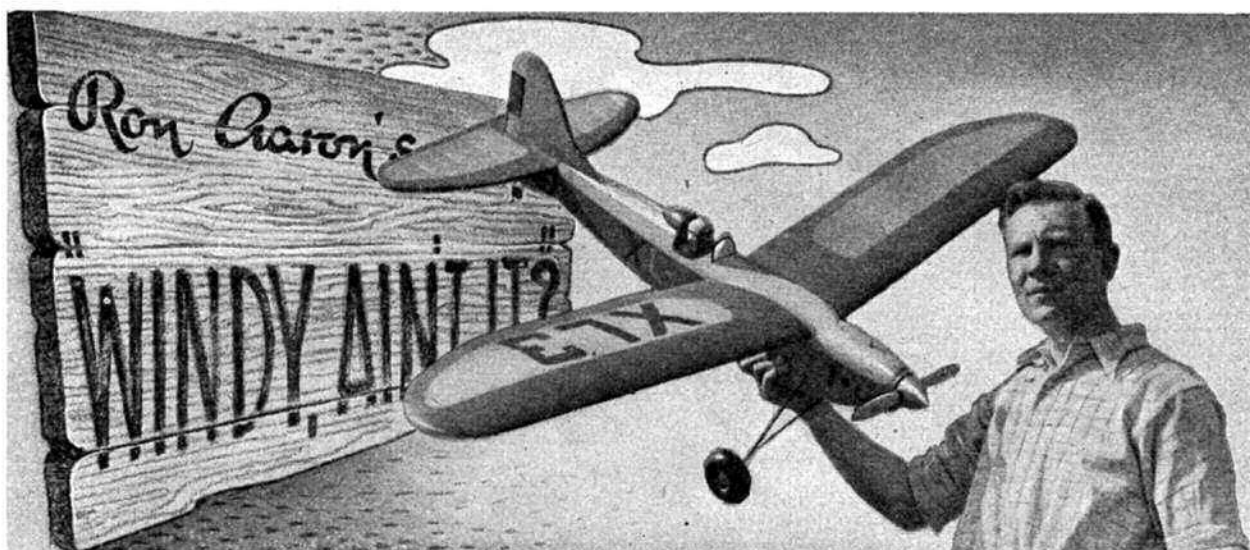
The finished model should be given two coats of clear dope, followed by two of aluminium, preferably using a spray gun. The registration letters, fuselage flash and decking are royal blue, their positions and size being shown on the G.A. drawing.

The inside of the nose compartment should be liberally coated with grain filler, sanded down and then treated with several coats of clear or red undercoat dope to ensure that the woodwork is well protected against the action of fuel oil.

"Aeromodeller" Photos







**O**CCASIONALLY a hardened power enthusiast gets very fed up with the hot stuff routine that involves him in a lengthy hike after every performance, and turns his sad and jaundiced eye to the forgotten joys of watching the model fly instead of merely catching a glimpse of it disappearing...

To such people and to those who just don't like "those dreadful pylons" this model should perhaps be dedicated. And on those frequent occasions when this model's light-hearted title holds very true, the only windy thing should be the weather—the model can take it however fine the Air Ministry Met, says it should have been.

This model was built with the idea of getting as realistic a flight as possible, the designer having lost interest in the corkscrew climb of the pylon model and its immediate leap off the ground as soon as released. A good scale take off was what was wanted and so, to make sure the model did not leave the ground too quickly, it was built under-powered by contest standards. This idea worked very well and the model makes a take-off run of about 20 ft., climbs gently with torque and then circles to the right when the power cuts out.

With an engine run of 30 secs. the model will turn in flights with an average of 1½ mins., the glide being very flat. All up weight of original model was just over 2 lbs.

The model was originally powered by a 2.8 c.c. Micron, but it was decided to change it for a Comp E.D.

The test flights with the Comp E.D. took place at Fairlop

on Sunday 6th Feb., the weather could not have been better. The results of these flights showed that it could fly just as well, if not better, with this engine. Several snaps were taken that morning of the model in flight, which have been printed in this article. Anyone deciding to build this job should find no difficulty as the construction is straightforward.

After the initial test glides have been made, the designer suggests that test flights under power should be R.O.G. This routine has always been followed with the original model and up to the time of writing the model has never been hand launched under power. All flights have been R.O.G. and indeed this seems only right, as a model of this type capable of flying should be allowed to take off under its own power in keeping with its semi-scale appearance.

**Fuselage.** Start construction by first cutting out formers A & B and engine plate from 3/16 in. ply and formers C & D from 1/8 in. ply. Next shape and bind u/c wire to "B". Now glue engine plate to A & B (use Durofix). Wing tongues can now be cut from 3/16 in. ply and glued to formers C & D.

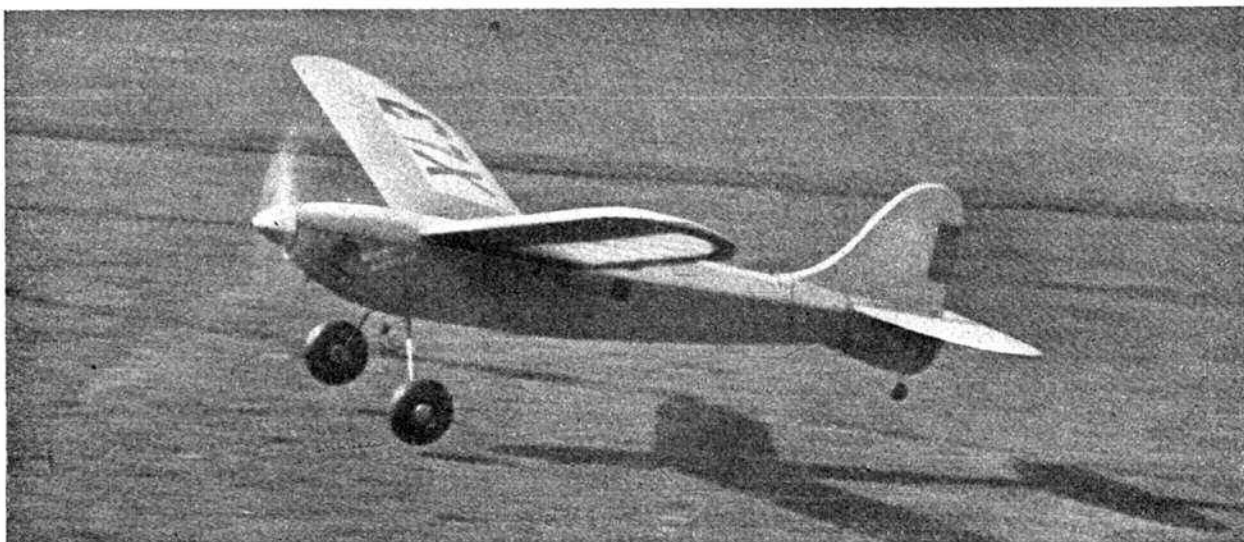
Fuselage sides are now cut from 3/32 sht. and the remaining formers from 1/8 sht. Fuselage sides are now glued to A, B, C, & D. then add the next of the formers working towards the tail.

Continue assembly by adding centre section rules, 1/8 in. sq. stringers on tops of rear formers, tail under fairing and



**THE DESIGNER . . .** Ron Aaron . . . unmarried . . . lives at Ilford . . . working in father's bookshop . . . prefers scale and semi-scale power models . . . giving a lot of thought to radio control . . . five years in the R.A.F. . . . started modelling 16 years ago . . . joined the Ilford club . . . won first competition held in Royal Albert Hall for indoor models (Microfilm)

The accompanying photos give a clear idea of the simple but very attractive semi-scale lines of this whimsically christened design. Note how simplicity has been satisfactorily combined with ruggedness without too much of the "simple and strong and does the job" appearance. Yet here is a model which can happily, as its title suggests, be flown all round the year.



tailplane platform also paper tube for fin dowel. The centre section and fuselage top can now be covered with 1/16 sht., cover bottom last with grain of wood running across fuselage.

Cowling blocks can now be made, carve roughly from block then cement lightly to fuselage and finish shaping, now cut away again and hollow out, now add locating pieces to formers A & B and also locating pieces to cowl, retaining hooks can now be fixed to insides of cowls. Remaining parts can now be assembled, i.e. headrest, tailwheel, pilots seat, dashboard and cockpit edging. Sand fuselage to ensure a smooth finish and cover with rag tissue, now add windscreen.

**Wings.** Construction is straightforward, lay bottom main spar and bottom piece of T.E. on plan and add ribs now cement top spar and L.E. and also top piece of T.E. from root rib to rib "X". Now add wing tip blocks and carve to shape then finish T.E. Next build wing boxes and cement firmly to root ribs. 1/16 sht. covering and capping strips can now be added, sand wings well and cover with silk if obtainable, if not double cover with rag tissue.

**Tailplane and Fin.** Build on plan and sand L.E. and T.E. of fin and tailplane to section on assembly. Cover both units with rag tissue.

Now give all surfaces and fuselage two coats of clear dope and two of coloured, original model was sky blue and cream with red headrest and prop.

**Flying.** Balance on mainspar. A little plasticine may be needed in the nose, fix inside cowl blocks if needed.

Original model had 3° side and down thrust added by means of washers between engine lugs and bearer plate.

Test glide until flat glide is obtained. Now start engine and

let model take off under its own power, give slight right hand turn on fin trim tab. Model should turn gently with torque and glide in right hand circle when the power cuts out.

The original model was built a little over a year ago and has since completed over 200 flights without damage.

**Pilot.** Method of making pilot is as follows:—

Start by modelling head and neck from plasticine. Then melt a couple of candles in a tin lid or bowl, and when molten dip face of pilot into the wax as far as the ears and sides of neck, let film of wax harden, and repeat this process until a thick layer of wax is built up over the face. Then place in bowl of cold water and allow to harden.

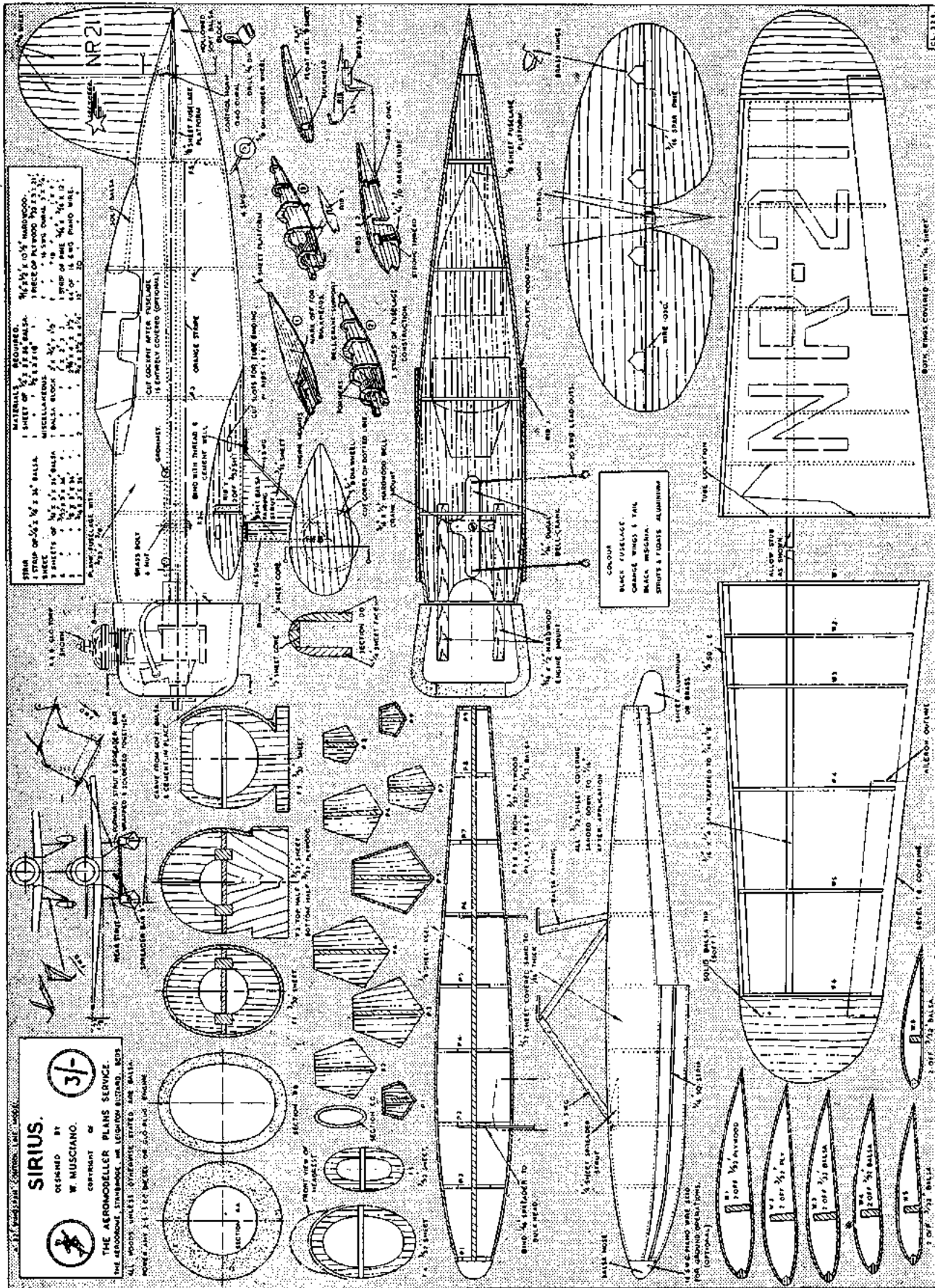
Next remove plasticine from mould and clean inside of mould making sure all little recesses are clear. Now mix up a mixture of cement and red dope and paint the inside of mould with this. Allow this coat to harden and then repeat until a fairly thick skin is built up, then allow this to dry for at least 24 hours.

Now comes the tricky part, carefully break wax mould away from face mask a little at a time.

Back of head and shoulders are carved from balsa and the moulded face mask is then cemented to the front of head. Helmet was made from thin white fabric and also jacket from this material, harness was made from thick white string. Face of pilot can now be painted, the eye pieces of goggles were painted aluminium and the frames dark grey. Other details can be added as desired.



FULL SIZE PLANS OF THIS ATTRACTIVE MODEL ARE AVAILABLE, PRICE 5/- FROM THE AEROMODELLER PLANS SERVICE.





**C**ONTROL line seaplane flying is a phase of this great hobby of ours that no modeller should neglect. Float equipped models can land on and take-off from grass and snow as well as water—however, the perfect arrangement would be interchangeable float and wheel gear. This model of the world famous Lockheed "Sirius" features this arrangement, floats or wheels can be installed in a matter of minutes.

Control line seaplanes present fewer problems than free flight craft. Landings especially are much more successful in view of the fact that you control the craft and can "pull back" at the correct moment. Directional stability problems during take-off are eliminated in view of the circular fixed flight path. A brief outline of the full size craft's achievements seems to be in order before we clear the work table and begin construction.

Many flyers have established records in the Lockheed "Sirius" but the plane flown by Colonel and Mrs. Charles A. Lindbergh was selected to be reproduced in model form. A West to East trans-continental record was established on April 20th, 1930 by the Lindberghs flying from Glendale, California to New York City in 14 hours and 23 minutes. From July 30th to August 26th of 1931 a flight from North Haven, Maine to Tokyo, Japan was made, flying over Canada, Alaska and Siberia.

Construction begins by cutting the 1/8 in. fuselage platform and cementing the engine mounts securely in place. Consult the construction steps for guidance in this operation. While this is drying cut the fuselage formers to shape and cement in place together with the bellcrank support. Cement the ribs No. X, cut from balsa, in place and set fuselage after tail block has been added.

The elevator and stabilizer are now cut to outline shape and sanded to a streamline cross section. Install the hinge and elevator spar and then cement the stabilizer securely to the fuselage platform. Bellcrank, control horn and control rod can be installed at this time. It is not advisable to use an electric ignition system on this model however if one is desired it should be installed at this time. The entire fuselage, except the bottom in way of the wing, can now be planked with medium 3/32 in. x 3/8 in. balsa strips. Use plenty of cement in this operation.

The wing spar is made from 3/16 in. x 3/4 in. hard balsa. This should be tapered to 3/16 in. x 3/8 in. at the tip. Cut the ribs to shape and cement in place followed by the leading edge. It will be noted that no trailing edge is used, the 1/16 in. sheet balsa wing covering is bevelled at the trailing edge to create a sharp and true airfoil. Before covering it should not be forgotten to bind and cement the brass tubes (1/16 in. I.D.) securely to plywood ribs No. 1 and 2.

After the fuselage and wing panels have been sanded smooth the wing can be cemented to the fuselage. The main point of stress in this connection is the joint of the wing spar and plywood bulkhead "C" therefore plenty of cement should be applied in several coats. When this has dried thoroughly the fuselage planking can be completed and sanded smooth. Cut the rudder and fin, sand and cement in place. Add fillets where required.

The cowl can be made in one of two ways. It can be carved from a solid block or it can be made from 1/2 in. sheet balsa rings cemented together cross-grained and then sanded to shape. This is spot cemented to the fuselage only after the engine has been installed.

Float construction is similar to that of the fuselage except that the platform or keel is vertical. When the bulkheads are cemented in place, the bottom of the float is covered with 3/32 in. sheet. Apply liberal quantities of cement from the inside to ensure a good strong joint. Now bend the 1/16 in. wire float struts and bind and solder together. Slip the partially completed floats onto the 1/16 in. wire spreader bars and sew and cement them well to the plywood float

## A CONTROL LINE FLYING SCALE MODEL OF THE LOCKHEED "SIRIUS"



BY  
WALTER MUSCIANO

bulkheads. When dry, the sides and then top of the float can be covered. In covering the float use roughly shaped pieces and trim to shape after they have been cemented in place. A piece of 1/16 in. wire should be cemented to the bottom to prevent wear during operation from land. Strut fairings are now added.

The ground gear is quite simple. Bend the wire to shape and bind and solder well. Cut the wheel pants from 1/2 in. and 1/4 in. sheet as shown. Assemble and trim to a streamline shape. Slip the wheel into the pant and slide both onto the strut axle. Fill in the "V" formed by the inboard struts with balsa sheet and add the outboard strut balsa fairing. Now generously fillet the space between the struts and the wheel pant.

It must be emphasized that care should be taken when bending the struts on both carriages to make certain they are aligned with the brass tubes already in place on the underside of the wing. These gear are held in place by sliding the prongs into the brass tubes and then wrapping this joint rather tightly with very thin rubber string.

The entire model plus floats should be given a coat of clear dope. When dry sand lightly and apply wood filler. At least three coats with intermittent sandings will be required for a good finish. The celluloid canopy can be added at this time. The full scale airplane had a black fuselage and license numbers on wings and rudder. Wing and all tail surfaces are international orange as well as the stripe on each side of the fuselage. Floats and float struts are aluminium or silver coloured while ground gear is black. Four coats of coloured dope or lacquer should suffice. An application of rubbing compound will enhance the finish.

Sixty foot lines are recommended for flying, these should be at least .012 in. diameter. A nine inch diameter, eight inch pitch propeller was used. Seaplane flying should be done on stainless steel lines in order to prevent corrosion and eventual breakage of lines due to contact with water. The plane should be tested as a landplane and when flights are satisfactory the floats can be added. The model should balance 1/2 in. behind the forward control line. If only landplane flying is intended then engines from .19 to .35 cubic inch displacement can be used however for seaplane flying no engine under .29 cubic inch is recommended in order to guarantee water take-offs. Fly landplane from smooth concrete or wood surfaces and seaplane from a pond of a maximum depth of two feet. Deep water (over 18 ins.) will hinder any footwork required in controlling the craft. Once the "feel" of seaplane handling is understood and quick take-offs and spot landings are an accomplished fact the pilot can stand on shore and fly his plane from water. As previously mentioned, snow and moist grass are good seaplane flying surfaces.

Once you have experienced the thrill of control line seaplane flying you will never forgive yourself for not having tried it sooner.





# DREAM BOGEY

BY  
D. POSNER

LOW ASPECT RATIO  
CONTEST SAILPLANE

I DECIDED at about Christmas 1947, that I had had enough of lightweights with  $3\frac{1}{2}$  sq. ft. and a  $1\frac{1}{2}$  oz. loading. I wanted a consistent model well capable of turning in regular flights of 5 mins. The model would also have to be strong enough to last at least more than one competition. *Dreambogy* was thus designed as the paradox of a heavily built lightweight, with enough area to catch the necessary risers but not necessitating having the wing in two halves.

*Dreambogy I* was designed in February 1948.

Mark II was placed 8th in the Surbiton Glider Gala with flights of 36 secs., 90 secs., and over 5 min. O.O.S. for good.

The next *Dreambogy* to be built, Mark VI, made a flight of  $6\frac{1}{2}$  D.T.d. mins. and then after being damaged made two other flights of 2 mins. each in the K.M.A.A. cup. Mark VI was also placed 8th in the N.H. gala where its first flight of 5 mins. placed it in the final round.

Mark VIII was built for the St. Albans Gala where although it was lighter than its preceding Marks, it only turned in flights of  $1\frac{1}{2}$  and  $2\frac{1}{2}$  mins. At the W. London Gala the trouble was discovered just a little too much turn. Flights of 8 mins. 41 secs. D.T.d. and 13 mins. 43 secs. O.O.S. proved that the correct trim had been achieved.

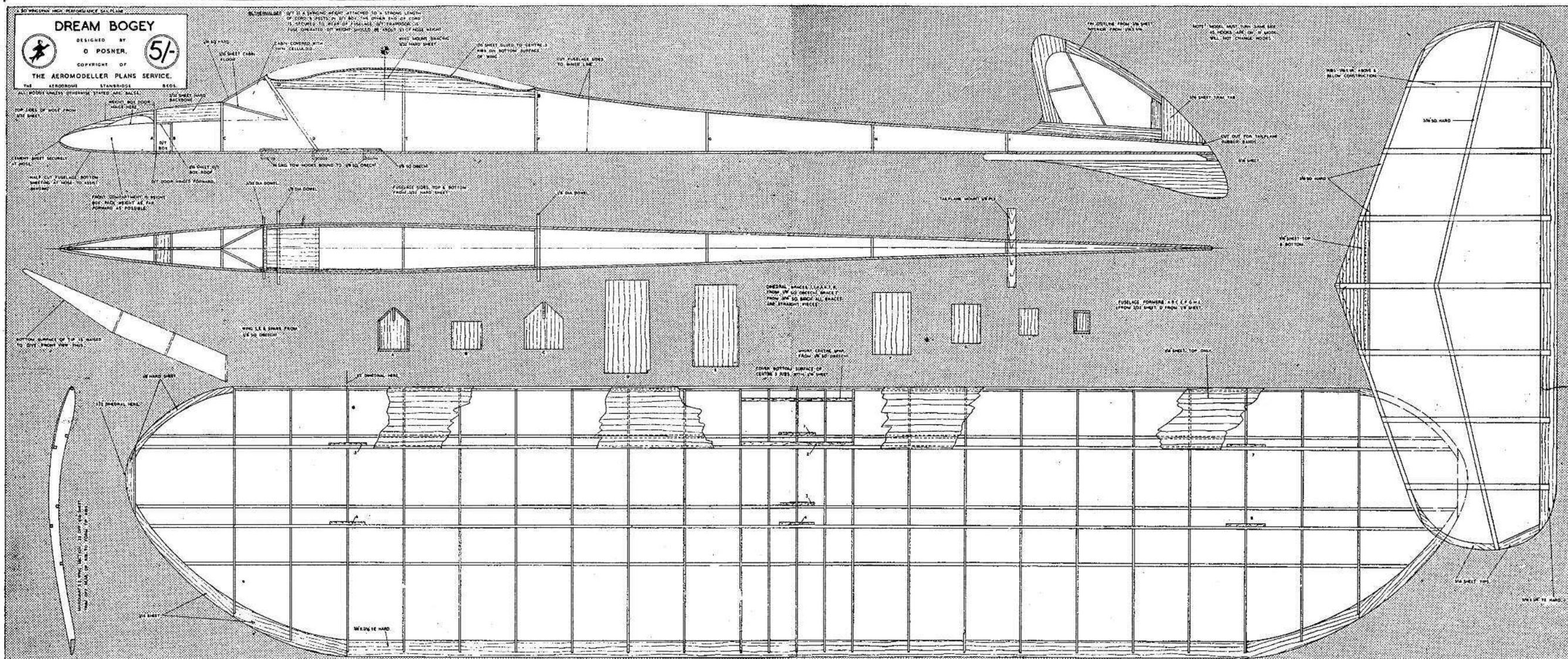
Mark VIII was flown the next week in the Civil Service Cup and timed in flights of 3:45 and 5:33 O.O.S. in a gale and

driving rain. The two flights placed *Dreambogy* top of the London Area and second in the Civil Service Cup.

A week later after its week in the wind and rain a very warped *Dreambogy* entered the Croydon Gala 3:1, 1:31 and 5 mins. O.O.S. gained fourth prize. With the model in a still worse condition the S.M.A.E. cup was entered and *Dreambogy* timed in flights of 4:57 D.T.d, 1:30 and 1:27, which were enough to place *Dreambogy* twelfth on the results list but also, alas, on the scrap-heap!

Construction is simple and fully explained on the plan. Flying procedure is as follows:—Place weight in the weight-box until the model balances near the second bottom spar. With this weight my *Dreambogy* weighed  $12\frac{1}{2}$  ozs. Hand launch until a flat glide in about 50 yds. diameter circles is obtained. Tow the model up and trim for a floating glide. Check that you obtain this same glide on a longer line. *Dreambogy* will tow up straight in any weather and can be relied on not to fold up in a gale.

The D.T. is of the swinging weight type. The D.T. should consist of between  $\frac{1}{4}$  and  $1\frac{1}{3}$  of the nose weight. The correct amount is best found by trial and error this being achieved by towing up with the D.T. out. Set the fuse for 5 mins. in a competition and use a D.T. every time as thermals can even be caught in rain.



THIS IS A  $\frac{1}{4}$ -SCALE REPRODUCTION OF THE FULL SIZE PLANS WHICH ARE AVAILABLE PRICE 5/- FROM THE AEROMODELLER PLANS SERVICE.



On left is shown E. Gibbs, one of the southern Midland Centre "Stars," demonstrating his spectacular riding methods, whilst the photograph below shows the local "chair" exponent, Percy Mead, nicely balanced by his passenger

## MORE "GOINGS ON" AT

Described by D. A. Russell

Although the Bedfordshire War Agricultural Committee had agreed to the sowing of grass so far back as 1944, they insisted that a large herd of cows should graze continuously over the whole of the aerodrome area. This was bad enough in the summer time, but in the winter the weight of the cows on the rain-softened surface resulted in much damage to the grass and in the production of a surface which was anything but acceptable to model aircraft enthusiasts!

Whilst the cows continued to graze, it was useless to attempt to level and roll the aerodrome, and of course it was not possible regularly to cut short the grass, as was required. These severe handicaps resulted in the Company having a total revenue considerably less than was anticipated; and it is a fact that until this year, that portion which accrued from Sportsdrome receipts was something less than 1/15th of the total turnover of the Company.

Nevertheless, items such as rates, insurance, maintenance, etc., had to be met; and all these imposed a heavy charge on profits from the publishing side of the business.

Consequently, the Directors had to reconsider their plans, and shelve for the time being further development work on the Sportsdrome. At the same time they were faced with the fact that a number of specially engaged and qualified employees had to be found alternative work, or paid off. Thus there came into being the range of "Masco" products, sales of which, during the past two years, have helped usefully to maintain the Company's turnover.

However, the worst of conditions must ultimately ease, and about the middle of last year it was possible to negotiate with the Bedfordshire War Agricultural Committee, with a view to attaining a greater usage of the Aerodrome area. The continued severe rationing of petrol meant that little could be done for aeromodellers, since they are spread all over the country; but arrangements were made to inaugurate a series of grass track motor cycle meetings, organised by the Luton and District Motor Cycle Club, and officially approved by the A.C.U. Two meetings were held in August and September of last year, both of which indicated clearly that the "layout" of the Sportsdrome in the way of refreshment and loudspeaker facilities, control tower organisation and general accessibility to a large body of enthusiasts living within 30 to 50 miles, lent itself adequately to the organising of these and similar kinds of meetings.

IN the Spring of last year a copy of the Eaton Bray Gazette, entitled "Goings on at Eaton Bray", was issued with each copy of the AEROMODELLER. This booklet consisted essentially of a catalogue descriptive of the whole range of publications and light engineering products produced there. Considerable interest was aroused by the introduction of the "Masco" light engineering products in the way of model car kits, sets of engine castings, and lathe accessories.

Whilst "Masco" products are still being produced, and will continue to be available so long as the demand exists, it may be revealed now that this extension of activities at Eaton Bray was necessary on account of severe post-war conditions restricting to a minimum the development of the Sportsdrome.

How severe these restrictions have been has not been generally realised. Firstly, it was not anticipated that petrol rationing would continue for anything like as long a period as it has done. Secondly, the severe limitation of the ration itself has severely restricted the number of occasions that visitors could come, and the distances they might travel. Thirdly, a further very severe restriction, the effect of which was not realised, particularly by enthusiastic Club Members, was that the Bedfordshire War Agricultural Committee have retained the land under requisition, on account of the necessity of assisting the country's food production, for a much longer period than was anticipated . . . . and for that matter, was considered necessary by the Directors of the Eaton Bray Company.

Major "Dumbo" Williams, well-known parachutist, gives a demonstration of wing-walking whilst his pilot, Mr. E. S. Morrell (Hawker Test Pilot) pilots their well-known Tiger Moth a few feet above the deck.





## EATON BRAY

Joy-ride flying was carried out at the Whitsun Air Display by Mr. R. A. Harris, ex-R.A.F. Flying Instructor and more lately Flying Instructor to B.O.A.C. The photograph shows a number of employees at Eaton Bray in front of Mr. Harris' Rapide



It was also possible to arrange with the Bedfordshire War Agricultural Committee that the herd of cows should be withdrawn to a fairly small—and the least used—part of the Aerodrome, thus leaving the main part of the grassland undisturbed throughout last winter.

Heartened by these somewhat improved conditions, the Directors decided to put in hand the purchase and erection of the first of a series of "Nissen" type buildings—each nearly 100 ft. long—which will form the basis for the holiday camp and refreshment accommodation.

A further move was made by equipping the Aerodrome with the appropriate salvage, first-aid, and fire fighting equipment, consequent on which the Ministry of Civil Aviation granted their licence—P.254—for the use of the Aerodrome for the flying of civil aircraft. Following on this, tests were carried out with various types of light aircraft, and it was found that quite a number of types—up to and including the twin-engined 8-passenger D.H. Rapide—could land and take off very satisfactorily, under full load conditions.

One of the photographs illustrating this article shows an

aircraft of this type outside the main office buildings on the occasion when full load tests were made in the Spring of this year. (It may be noted that enthusiasm on the part of employees to fly was such that the factory/office had to be closed for the best part of the afternoon, whilst the pilot was kept busily engaged in flying—in groups of eight—the whole of the employees at Eaton Bray, a number of whom are included in the photograph.)

This year, then, at last, the Sportsdrome has started "to come to life", although even yet its programme schedule is not complete. So far two motor cycle grass track meetings have been held, at both of which the attendances have been three and four thousand visitors. As many as 60 competitors—a number of them well known throughout the Midland Area—have competed, and a number of excellent races—several with exciting finishes—have been staged.

On Whit Monday last, the first of a series of Air Displays was organised. This also was a great success, the attendance being well over three thousand, and the flying of a very high order. First-class pilots and parachute jumpers had been engaged, and a fair assessment of the kind of show put on—and enthusiastically received by the crowd—may be gathered from the following report by a special correspondent who was sent down by "The Aeroplane," and which appeared in the June 12th issue of that Journal, which we quote verbatim:—

"Whit Monday's air display at Eaton Bray Model Sportsdrome, Bedfordshire, was notable for the fun that was obtained from a few light aircraft operating from a comparatively small field. The display, in fact, was in the truest barnstorming tradition, and was greatly assisted by brilliant sunshine.

Low-flying aerobatics by Tiger Moths, a Hawker Tomtit and a Magister continued intermittently throughout the afternoon, and kept the ball rolling while other events were fitted into the programme. Despite the sunshine, there was an extremely keen wind during the afternoon, which rendered the first parachuting event rather interesting and most difficult. Two parachutists of the Owen group flew over in port echelon in a Tiger Moth and a Magister, piloted by Neville Browning and A. E. Rumble, respectively, at about 1,800 ft. before jumping from the wings of the aircraft. One parachute was opened immediately, but the second was delayed for about six seconds before deployment. This latter parachutist succeeded in landing in a bed of nettles in a ditch on the edge of the aerodrome, about 150 yds. from the crowd, shortly before his companion drifted over the hedge.

After some aerobatics by the Tomtit, demonstrated by Neville Duke, this aeroplane joined the red and silver Tiger Moth, flown by "Doc" Morrell, in a dog-fight. During the course of the fight, the "sole" occupant of the Tiger Moth was seen to bale out, and to drift on to the aerodrome. The parachutist turned out





Neville Browning, pilot of a silver and green Tiger Moth, learned to fly in 1918 and was in command of a night-fighter squadron during the last war. He has a total of 6,000 hours on 50 different types of aircraft to his credit. His normal occupation is that of a farmer, but as a diversion he returns to flying and specializes in aerobatic displays in the Tiger Moth. During the Whitsun Display he gave some very spectacular performances and took up a number of visitors for "aerobatic" joy-rides.

Passing on the outside of one of the fast bends is the well-known AJS rider—H. Pratt—who leads a local BSA rider.

to be Major Willans, who, unfortunately, got late oscillation in the gusting wind and landed rather heavily.

F. Marmol, in the Zlin sailplane in which he recently soared for 53 hours at Dunstable, shook everybody with his prolonged inverted flight, slow rolls, loops, stall turns, together with one or two manoeuvres which were not in the book. He was later heard to say that he wanted a really aerobatic sailplane!

Somehow or other, a couple of extraordinary characters dressed in ragged clothes "gate-crashed" the show in an ancient Austin 7, and proceeded to charge round the aerodrome before stopping to light a fire and make tea in the middle of the runway. After repeated bombing with chalk-filled missiles, the whole contraption burst into flames and smoke, and was eventually extinguished by the aerodrome fire engine."

Altogether a continuous performance lasting a full 2½ hours was given. An excellent running commentary—also practically continuous—was given by Pilot Officer A. C. S. Lumsden, who kept the crowd enthralled with his first-rate descriptions of the performers, their aircraft, and their various activities—both normal and abnormal. Over a dozen aircraft were present and joy ride facilities were available during the day, over 400 visitors being flown.

There will be a second air display this year on Sunday, August 21st, when an even more "exciting" and interesting programme—again on the old barnstorming style—will be put on. Flying will start at 11 a.m. and be continuous until dusk, whilst the air display proper will commence at 2.30 p.m. and finish at 5 p.m.

Earlier in this article I referred to the first of a number of large Nissen type huts being erected. The first has been

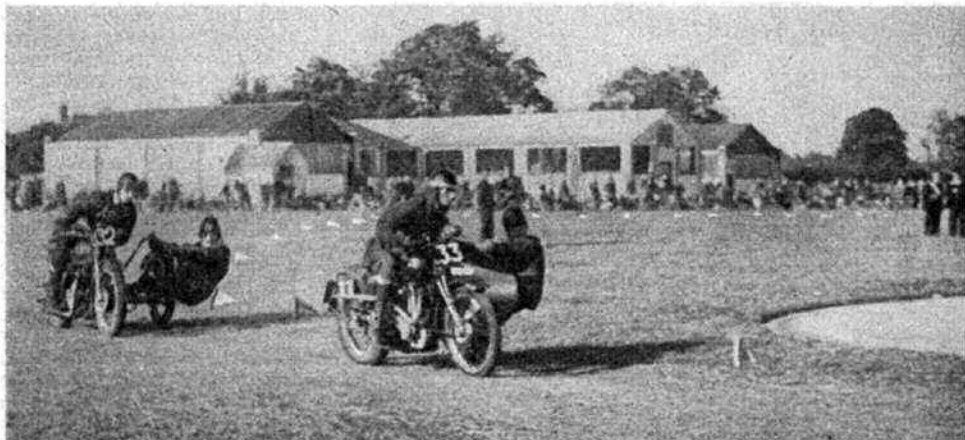
completed and for this season is being used as a large restaurant for the various meetings. During the winter it is hoped to erect a second similar building and to have both units ready and completely furnished by the Spring of next year. Each building will provide accommodation for 23 campers as a "self contained unit". In each building there will be dormitory accommodation with separate beds and provision of all bedding for each camper; a private dining room; a large workshop/playroom; and private bathing and lavatory accommodation. Thus in the two buildings accommodation will be provided for nearly 50 campers.

Each day lectures will be given by members of the staff and each evening there will be a short film show.

The Directors have not of course overlooked that the original idea behind the inauguration of the Eaton Bray Model Sportsdrome Company was to provide flying facilities for aeromodellers; and now that serious work in way of improving the aerodrome surface can be put in hand plans are being made to organize a series of meetings for the 1950 season. Consequent on the ground being left undisturbed during the past winter, considerable rolling and levelling has been carried out, and already the surface is considerably improved over what it was like three years ago. With further levelling, fertilizing, and cutting it is hoped that by next spring a surface worthy of aeromodellers will be available.

Another activity—part of the original scheme—has been the organizing of model race car meetings, and the 75 ft. diameter track constructed two seasons ago still holds its own as the largest, smoothest, levellest, and fastest in the country! Throughout last year a series of meetings were held, and again this year at approximately monthly intervals the British Model Car Club has organized meetings which have been

Side-car events, though slower, produce equally thrilling finishes! Here are two competitors coming out of the fast bend into the finishing straight.



attended by a considerable number of model car enthusiasts. Speeds up to 115 m.p.h. with engines of 10 c.c. are now becoming commonplace!

During this coming winter, in addition to erecting the second Nissen type building, it is hoped to construct two further model race car tracks adjacent to which will be a building which will serve both as control office and workshop. Also the first of a series of ponds for the sailing of boats and racing power boats R.T.P.

Another kind of activity which it is hoped to encourage during the coming years is in connection with those enthusiasts who build ultra light aircraft. Powered by engines from 20 to 35 h.p. these single-seat aircraft are not expensive to construct and are very economical to run. In general terms they may be thought of as power-assisted gliders, although some models have been built with engines up to 50 h.p. which brings them definitely into the class of light aircraft and enables speeds in excess of 100 m.p.h. to be obtained.

On account of the wider range of activities now being organized at Eaton Bray the word "model" will shortly be dropped from the name of the company which will then become known as Eaton Bray Sportsdrome Ltd.

In concluding this article intended to give readers the latest position in regard to the Eaton Bray venture, I think that it is as well to take the opportunity to clear up, I hope once and for all, a quite serious misapprehension which appears to have arisen in the minds of aeromodellers when the scheme was first publicised. This idea originated I think mainly in the minds of some of the more enthusiastic club members, and it was to the effect that large "National" type model aircraft meetings were intended to be organised at Eaton Bray. Further, it was thought that these "National" type meetings would clash, or at least be competitive with, well established meetings such as those organised by the Society of Model Aeronautical Engineers and the larger clubs.

This idea was of course wrong and a moment's thought would have easily shown this. As already indicated in this article the Eaton Bray airfield is capable of accommodating full-sized aircraft and it is in fact almost  $\frac{1}{2}$  mile square. Whilst, therefore, accommodation can be provided for the flying of all types of model aircraft and several thousand visitors, there is no question that the airfield can compete in size, less still in total facilities available, with an aerodrome such as is operated by a large full-sized aircraft firm or organised by the R.A.F.

Looking ahead to the time when petrol restrictions are no more and the scheme has been brought to completion, Eaton



Bray will be the kind of place to which an aeromodeller can come for a day's flying—where he will meet fellow modellers—where he can obtain reasonable refreshment, and cloak-room facilities; and above all where he will be welcome and can carry out his flying without interference from park keepers, local residents who object to noise, stray dogs and so on.

In short, Eaton Bray is being built up to provide facilities for many thousands of aeromodellers. Not for them to meet all on one day, but for all of them to come individually on a number of occasions throughout the season, and to use all day and each day those facilities which are available to them. If readers will remember that the emphasis is on *everyday facilities*, and not on *the number of organised contests*, they will get a much better idea of what we are aiming at.

This year then the Sportsdrome has started to develop, and because of present circumstances development has been mainly in the way of holding Motor cycle grass track meetings, model car meetings, and air displays. The profits from these meetings are being used to provide further facilities and to finance further development, which will ultimately be more for the benefit of aeromodellers than other kinds of visitors.

All being well we look forward to opening the Sportsdrome at Easter of 1950 and to provide throughout that year a really wide range of meetings and considerably improved facilities for aeromodellers. Meanwhile, readers who are interested in the Motor Cycle and Air Display Meetings, may note the dates: All meetings commence sharp at 2.30 p.m.

August Bank Holiday Monday: Motor Cycle Grass Track Meeting: Sunday August 7th: Grass Track Championship: Sunday August 21st: Air Display; Sunday September 25th: Grass Track Meeting.

On the left is shown Mr. F. Marmol, the famous exponent of glider aerobatics. At the Whitsun Air Display he gave a thrilling performance in the Zlin sailplane in which he recently made a record endurance flight of 53 hours' duration. On the right are Messrs. "Dumbo" Williams and (to the right of him) E. S. "Doc" Morell, who, together with Sqdn. Ldr. Duke, constitute the team who perform with their Tiger Moth and a Hawker "Tom Tit."





# R.A.F. CONTEST

DESCRIBED BY H. G. HUNDLEBY



Heading photo shows a general scene during the contest with a convenient R.A.F. control wagon. Above, Cadet Lee of Wittering prepares to start his Frog 45.

Left, Flight Lieutenant Lyle looks as though he is lifting his Go Devil off the ground, but this is his normal style of flying.

Bottom Left, Flight Lieutenant Derek Piggott urges on his Wakefield, and bottom right we have a contrasting style of launch with action almost worthy of the ballet.

AT the invitation of Squadron Leader Lord, A.F.C., who needs no introduction to our readers, the Editor and myself visited Wittering R.A.F. Station on May 25th as guests of the C.O., Wing Commander H. P. Simpson, A.F.C., M.M., A.F.M. The occasion was a model aircraft contest embracing the entire personnel of No. 23 Group, R.A.F. and we could not help but compare its size and organisation with previous R.A.F. contests, a number of which we have attended in recent years. The event was run off very smoothly, as well it should have been considering that Wittering itself boasts a thriving model club and that 23 Group probably contains more well-known aeromodellers than any other in the R.A.F. To mention but a few we have Group Captain Mead, C.B.E., D.F.C., A.F.C., Wing Commander Pelly Fry, D.S.O., Flight Lieutenant Derek Piggott, a member of last year's Wakefield team, and Flight Lieutenant Lisle.

Events were held in all classes, i.e., Concours, Glider, Rubber Duration, Power Duration, Jetex Duration, Control Line Speed, Control Line Stunt and with the exception of the latter two events contests were run simultaneously. Seven stations participated, Wittering, South Cerney, Feltwell, Booker, Cottesmore, Syerston, Turnhill and they finished in that order for the Wilmot Mansour Challenge Trophy, an inter-station event that was flown for on a basis of points gained in the other contests.

A high wind made conditions difficult, only the speed contestants who were flying in a hangar being spared. Nevertheless, quite notable performances were put up; Group Captain Mead certainly knew how to put a "Slicker" through its paces; Cadet Punter shone in the rubber event, and L.A.C. Rae proved himself no mean hand at trimming a Jetex model. Prangs were numerous and very much appreciated by a large crowd of spectating "erks" whose enthusiasm for a successful flight was a pleasure to listen to. In the Control Line event the wind made things particularly awkward for the majority of the entrants who were flying lightweight machines and the highlight of this contest was undoubtedly Flight Lieutenant Lisle's polished and two-handed performance with a "Go-devil". We wondered whether his unusual two-handed style of flying was acquired in the U.S.A. from which he has recently returned as we have never seen the like over here.

After the contest proper, demonstrations were given in the hangar by Pete Cock, who found that his lines were a little longer than the roof was high! Fortunately he had brought several models with him and tried no more loops after one model was expended. Squadron Leader Lord flew one of his many jets with disastrous effects on the ear drums. We raise our hats to the hangar pigeons who take it all quite calmly, presumably in the course of their duties.

Finally, prizes were presented by Air Vice Marshal Ledger, C.B.E., A.O.C., No. 23 Group, who very commendably encourages modelling to its fullest extent in his Command. Certainly, he has more enthusiasts per station than most, and the standard of construction and flying he witnessed must have offered considerable satisfaction.





# FAIRLOP FINALS

## BRITAIN'S 1949 WAKEFIELD TEAM

1. R. CHESTERTON
2. F. HOLLAND
3. E. SMITH
4. R. H. WARRING
5. R. HINKS
6. R. CLEMENTS



**F. HOLLAND** of Swansea M.A.C. Won his way to second place with two maximum flights in the 2nd and 3rd rounds of 364 secs. and 317.8 secs., and a 203.5 secs. flight in the first round. He did not lose his model, a slightly modified "Zombie" fitted with a tip-up tail D/T, and channel steel (umbrella stay) undercart legs.

**R. CHESTERTON** of Loughborough College M.A.C., last year's ace, is again top man in this year's team, being the only member of the team to score three maximums in the trials. Flying his trusty "Jaguar," he put up effortless times of 355.5 secs., 322.4 secs. and 472.1 secs. in a polished display of flying that augurs well for Cranfield.

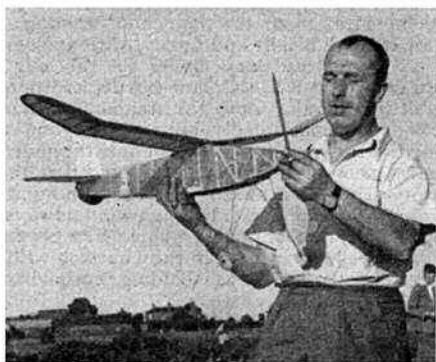


**R. HINKS** of Luton M.A.C. was the only team member to use a second model to complete his flights in the contest, having the bad luck to lose his model on the second flight. Unfortunately his reserve model did not display the same form as the original, clocking only 128.8 secs. against his previous 304.5 secs. and 320.5 secs. Model was his own design, slab-sided, 42 in. span, 9 ozs., thin Grant X8 section, 17 in. x 23 in. prop, 14 x 1/2 x 1/24 rubber, tip-up tail D/T.

**E. SMITH** of the Icarians M.A.C., Leighton Buzzard, battled through to a second maximum in the third round and third place despite hasty repairs to a fin damaged by a car in Barkingside High Street after his second flight. Again a "Jaguar" man, his times were 201 secs., 344.3 secs., 322.2 secs. Another case where much hard work and practice brought the desired result.

**R. CLEMENTS** of Luton M.A.C. was another who lost his model, but on its final flight. Steady flying gave him a well-earned sixth place, won with his streamlined slab-sided of his own design developed from his reserve shown in the photo. Very similar to fellow member Hinks', it was 45 in. span, 8 1/2 ozs., thinned Grant X8, same prop and power, with a parachute D/T.

**R. H. WARRING** of the Zombies M.A.C. might well have reached a higher placing than fourth if something of the bad luck that dogged him last year had not intervened on his second flight. Flying his standard "Zombie," he was let down badly with only 132.75 secs., as his other flights of 378.6 secs. and 333.3 secs. prove.





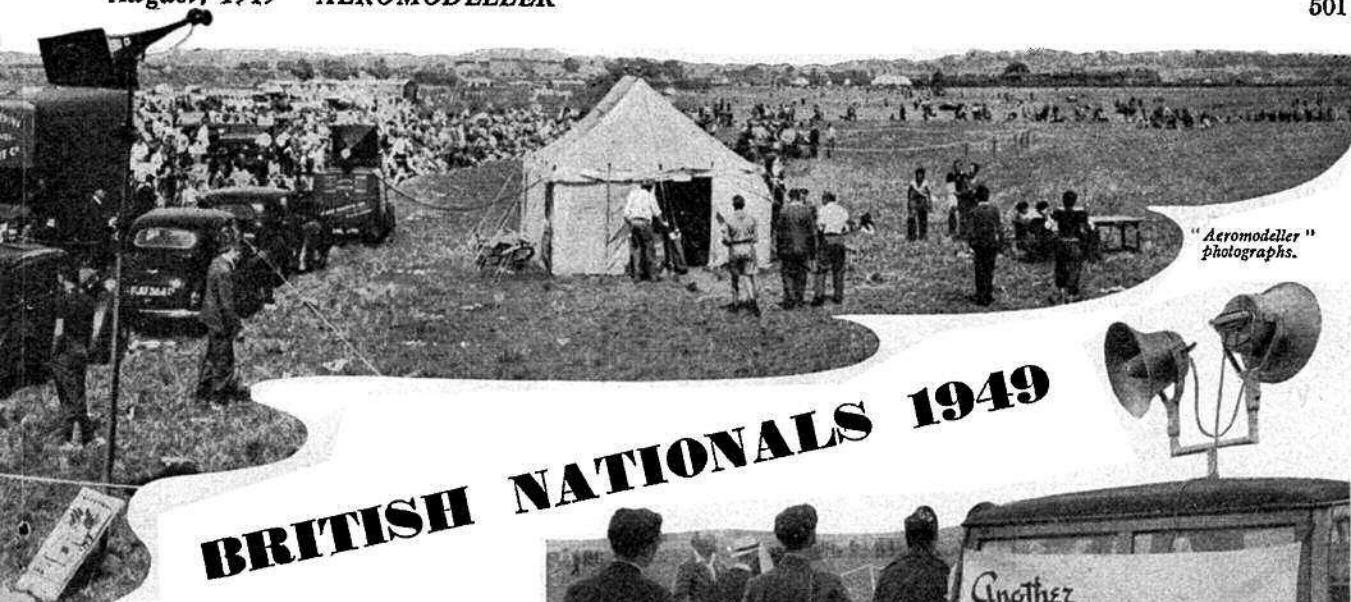
## DESCRIBED BY H · G · HUNDLEBY

**H**IGH winds are now accepted as part and parcel of the Nationals and sure enough when we arrived at Fairlop on Sunday morning the wind socks were out straight and heavy cumulus cloud was scudding across the sky. People wielding enormous mallets, ropes being run out, and certain well-known officials bearing their usual harassed looks, denoted that the contests were a little late in starting. It was not long, however, before queues were forming at the various control points (all contests being run simultaneously) and very soon motors were being stretched and lines run out for the "Model Aircraft" Trophy and the Thurston Cup. In this latter event it was obvious that the design trend is swinging over to the giant size of model à la Yeabsley, who incidentally gave a superb demonstration of tow launching, casting off without losing an inch of height and finally, with apologies to "Oklahoma", "describing lazy circles in the sky". Mann of Romford entered a R/C sailplane but its additional advantages were of little avail. Both the standard of flying and of construction has undoubtedly improved beyond all recognition to judge by this year's entries. Not only the gliders, but all other classes showed a quality of construction that quite frankly surprised us. Admittedly crashes were numerous but a large proportion were due to the high wind (always a good eliminator), rather than poor quality flying. The London Area was particularly well represented in the Thurston with a fair representation from all other Areas including Scotland and Northern Ireland.

In the "Model Aircraft" Trophy, Jaguars were as usual particularly numerous although designer Evans and his clubmate Revell were both using new jobs without any protuberances! There was the usual smattering of lightweights from the London clubs and we noticed our old friend Pitcher was still flying the same familiar model. Great was our astonishment at the sight of Eddie Keil and Bill (Gypsy) Dean trotting forth with a brace of Wakefields. Their usual argument as to trimming and this time number of turns ensued, but both got away quite happily in spite of this. It was, however, finally left to a Jaguar flown by Cotton of Northampton to win the rubber event with Boulton also from the Midland Area only '9 of a sec. behind.

(Continued on page 503.)

Above, a young member of the Croydon club assisted by veteran Pitcher piles on the turns. Left, extended O.O.S.I. Here's one spectator who does not believe in straining his eyes.



"Aeromodeller" photographs.

# BRITISH NATIONALS 1949

HELD AT FAIRLOP AERODROME

## RESULTS

BRITISH NATIONALS, 1949

Flown at Fairlop Aerodrome

## THURSTON CUP (298 entries)

|                     |                |       |
|---------------------|----------------|-------|
| 1. Barr, L.         | Pharos         | 569.4 |
| 2. Howard, J.       | North Kent     | 560.8 |
| 3. Boxall, F.       | Brighton       | 446.2 |
| 4. Dean, M.         | Croydon        | 443.3 |
| 5. Wilson, A.       | Hayes          | 430.5 |
| 6. Gates, G.        | Southern Cross | 418.4 |
| 7. Hill, J.         | Wolves         | 415.9 |
| 8. Pepperell, D.    | Kingsbury      | 404.5 |
| 9. Yeabsley, R.     | Croydon        | 393   |
| 10. Philliskirk, J. | Wayfarers      | 388.9 |
| 11. Simpson, J.     | P.M.A.L.       | 387.8 |
| 12. Smith, M.       | Bushy Park     | 386.7 |

## MODEL AIRCRAFT TROPHY (212 entries)

|                    |                  |       |
|--------------------|------------------|-------|
| 1. Cotton, R.      | Northampton      | 472.6 |
| 2. Bolton, A.      | Birmingham       | 471.7 |
| 3. Revell, H.      | Northampton      | 458.3 |
| 4. Clements, R.    | Luton            | 453.6 |
| 5. Gambill, R.     | Northern Heights | 418.3 |
| 6. Lindsay, P.     | Wolves           | 405   |
| 7. Geesing, T.     | Croydon          | 384.1 |
| 8. Dallaway, W.    | Birmingham       | 375.7 |
| 9. Cox, J.         | Northern Heights | 356.4 |
| 10. Macpherson, R. | "                | 354.4 |
| 11. Brockman, D.   | Zombies          | 353.2 |
| 12. Horry, K.      | Peterborough     | 345.7 |

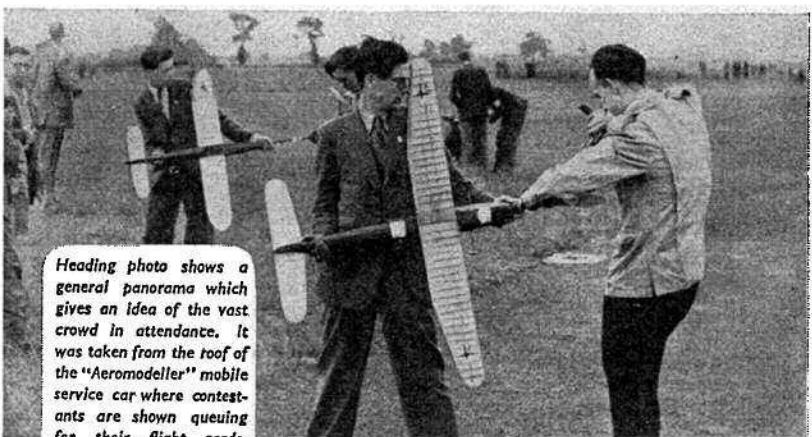
## SIR JOHN SHELLEY CUP (401 entries)

|                 |            |       |
|-----------------|------------|-------|
| 1. Knight, H.   | North Kent | 398.1 |
| 2. Aggleton, W. | Uplands    | 262.2 |
| 3. Green, M.    | Maldstone  | 238.6 |
| 4. Balaam, D.   | Harrow     | 216.9 |
| 5. Gunter, G.   | Bushy Park | 202.5 |
| 6. Ward, S.     | Wolves     | 176.4 |
| 7. Stothers, K. | Leicester  | 164.9 |
| 8. Amor, R.     | Ilford     | 161   |
| 9. Jones, R.    | Wayfarers  | 158.2 |
| 10. London, T.  | Bradford   | 150.8 |
| 11. Monks, R.   | Birmingham | 143.5 |
| 12. Bailey, A.  | Cheadle    | 138.7 |

## GOLD TROPHY (111 entries)

|                 |                     | Points |
|-----------------|---------------------|--------|
| 1. Hewitt, B.   | South Birmingham    | 295    |
| 2. Smith, P.    | Chingford           | 277    |
| 3. Prentice, R. | "                   | 275    |
| 4. Steward, L.  | West Essex          | 272    |
| 5. Taylor, W.   | "                   | 268    |
| 6. Yule, I.     | South Birmingham    | 267    |
| 7. Muscutt, K.  | West Essex          | 250    |
| 8. Glover, L.   | R.A.E.S. Portsmouth | 249    |
| 9. Piacentini   | Salisbury           | 243    |
| 10. Betts, A.   | West Middlesex      | 241    |
| 11. Scott, R.   | St. Helens          | 229    |
| 12. Bowles, D.  | Hastings            | 228    |

SENIOR CHAMPION Barr, L. Pharos  
JUNIOR CHAMPION Hill, D. Wolves



Heading photo shows a general panorama which gives an idea of the vast crowd in attendance. It was taken from the roof of the "Aeromodeller" mobile service car where contestants are shown queuing for their flight cards.



Right, a winding session featuring Lanham of West Essex and Westerby of West Yorks. Below, Hinks of P.M.A.L. makes an impeccable take off.





Clubs came from far and wide. Top left is Stephenson of Belfast with an interesting suitcase type sailplane.

Top right, a contestant assembles an outsize in sailplanes after field repairs. This model by the way used dural tubes for wing dowels.

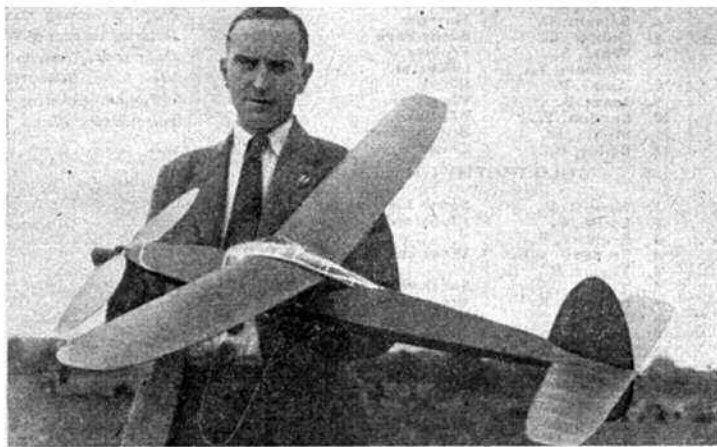
Left centre, a competitor takes advantage of the repair tent which was run by the Ilford club all proceeds going to the Wakefield fund.

Bottom left we have Bill Dean indulging in a little concentration, whilst winding under the white hat, no other than Eddje Kell.

Right, K. L. Stothers with his Thurston Cup entry, a sailplane the construction of which we can only describe as exquisite.

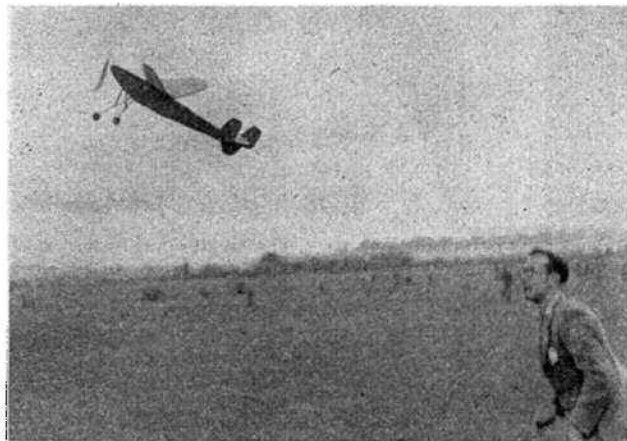
His winch, held by his wife, is of particular interest, being similar in length to a shooting stick.

Below, E. W. Evans, creator of the Jaguar, displays his latest Wakefield. Note the wire loop undercart and the absence of an under pylon. He is also experimenting with a V.P. prop.





**1949 BRITISH NATIONALS**—(Continued from page 500)  
 MONDAY morning was anything but a Monday morning on June 6th, and both the Sir John Shelley and Gold Trophy events were away to an early start with conditions almost identical to the previous day. With over 400 entries the Shelley kept organisers and time-keepers extremely busy, in fact we cannot recollect a single instant during the day when the sound of screaming motors was not present. A continuous stream of models, most of them of the Slicker and Banshee category, hurtled skywards, many of them returning to *terra firma* in a matter of seconds, scattering their pieces down the tarmac.



We did in fact suffer extreme mental anxiety when watching the Radio Control event which was downwind of the Shelley take-off area, and one felt that a tin hat was an essential part of a photographer's equipment. Joking aside, it was distressing to see so many crashes which must have created a bad impression in the minds of the many thousand spectators. The wind could not be blamed for all, and there is no doubt that the standard of power flying leaves a deal to be desired. However, on the bright side it must be said that the more experienced competitors put up a very good show, Knight's times being exceptionally good.

Summing up the Nationals generally it could be fairly said that they were well organised and thoroughly enjoyable. We congratulate Val Turner and fellow officials who are too numerous to list. With the Sunday contests finishing at 8 p.m. and the Monday's at gone 9 p.m. they had two days' hard slogging and we trust that their efforts did not go unappreciated.

*The Gold Trophy and R/C events are described individually as they are of particular interest and they continue on this and following pages.*

## THE GOLD TROPHY

DESCRIBED BY D. J. LAIDLAW-DICKSON

**I**N achieving a "possible" to win the second Gold Trophy Aerobatic Control Line Contest at Fairlop on Whit Monday, B. G. Hewitt of South Birmingham M.F.C. set the seal on an aeromodelling career shortly, we understand, to be interrupted by marriage, and incidentally completed a most successful Midland Region invasion on London's own ground.

Experience on previous occasions led to the adoption of a changed technique in judging. First the entry of 111 was divided into two halves, splitting contestants according to their contest numbers—a system that was later modified to minimise waiting time—and running off a preliminary round under separate judges to decide the finalists. To avoid any differing standards between the two judges the leaders in each half went forward into the final in a proportion exactly equal to the number of flights in each half. Points gained in this round were ignored in the final placings, when the sixteen leaders made their second flights. In the final flying order was decided by ballot. Judges throughout sat or stood in the circle next to the flyer and called out the flight pattern from the entrant's sheet in the order set down. As a further check in the final the second judge remained outside the circle and noted faults only—particularly the execution of patterns at over 60°, a fault almost impossible to detect in the circle.

Of the original 111 entrants 49 actually made elimination flight, a task which kept the two judges fully occupied from about midday until after seven in the evening allowing a maximum of ten minutes each. By then the wind had so dropped that finals were flown in ideal conditions, except for failing light and increased humidity which appeared to affect

(Continued overleaf)



Left, a clubmate from Northern Heights launches E. Fitch's sailplane. A fair indication of the wind strength can be gathered from its near vertical ascent.

Below, brother Ron launching Roy Yeabsley's familiar giant in the Thurston, where he placed ninth. In the background can be seen a section of the vast crowd and also the control tent.



Top left, a steep climb by Hancock of the Uplands M.A.C. who looks a little anxious.

Below, Butler of Surbiton commences a steep climbing turn, note his D.T. chute under the fuselage.





the last few flights. The result was eventually announced at about 9.15 p.m.!

The standard of flying throughout was exceptionally high and showed a substantial advance in all grades on that seen at Sywell last year. There were some surprises, both in flights and in the non-starters from the very widely spread entry. Pete Cock, last year's winner, just failed to qualify, while the finalists showed the territorial distribution expected of a National contest. While, naturally enough, London supplied a fair share with seven from West Essex, West Middlesex and Chingford clubs, the remaining nine were split up between South Birmingham, St. Helens, Croydon, Salisbury and Portsmouth.

To stand any chance it was obvious from the first that every entrant must be pattern-perfect in the S.M.A.E. schedule and have evolved some suitable titbit for a special manoeuvre. In addition his machine and engine needed to be in fine fettle as any hesitancy in the roundness or squareness of loops as necessary would lose points, and virtually every finalist came to the start with a reasonable expectation of scoring a possible. Smoothness and slickness was the be-all and end-all and complete lack of contest nerves. Liaison between helper and entrant was extremely good and showed a considerable amount of mutual understanding.

Many points were lost on the simplest manoeuvres such as level flight, climb and dive, while the least generally successful of the stunts were the square loops—not square enough—and the vertical and overhead eights. A slight raggedness in the

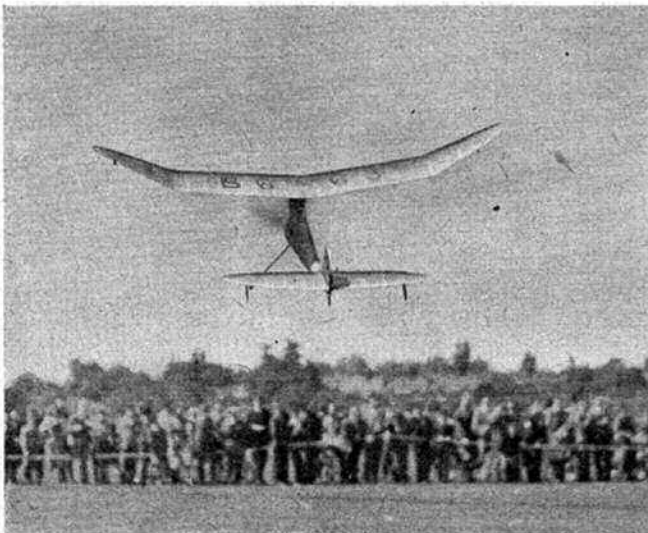


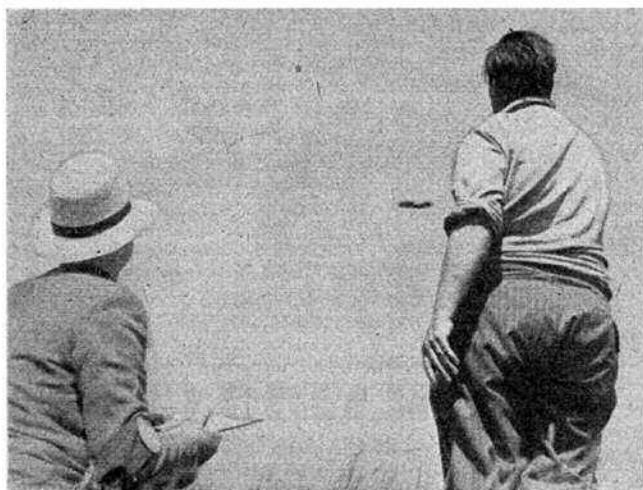
bunts was also apparent in some cases. The greater part of the entry produced four-leaved clovers for their special manoeuvres, a combination in various sequences of figure eights. Young Bowles from Hastings offered the most original by flying two models—one in each hand—which may be common enough in U.S.A. but delighted the crowds at Fairlop.

Winner Hewitt provided a flawless pattern at high speed with his Yulon powered model in roaring song. All but his last two stunts were completed within three minutes of starting, when he came in to refuel. There was little doubt that he deserved every one of his exceptionally high marks. In addition to the trophy he received another Yulon as first prize.

Quite a bunch of contestants fought out the following places fifteen to twenty points behind the winner. Notable performances came from Smith and Prentice of Chingford, Steward, Muscutt and Taylor of West Essex, and Yule of South Birmingham, clubmate of the winner. Any one of these could have—and probably will—score top marks with a little more of the "luck of the game".

A few words must be spared for the runners up, who on paper at any rate seem to have been outclassed. Glover, Marcus and Butcher flew late in failing light with a degree of evening chill which seemed to put gremlins in their motors. Butcher's model had been damaged by a careless dog and was only just repaired in time with borrowed dope, while nothing went right for Marcus, who had done exceptionally well in the qualifying heat. It is a happy thought that fifteen of the

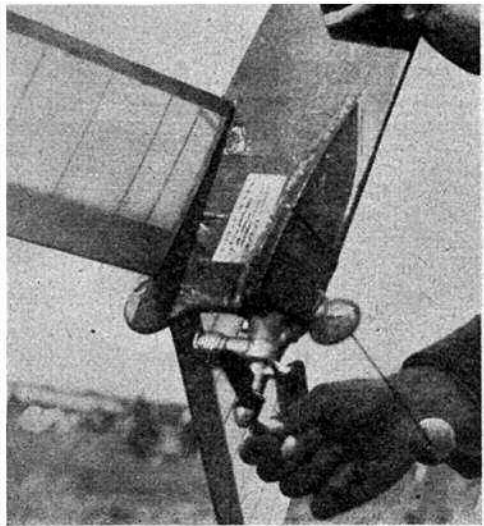
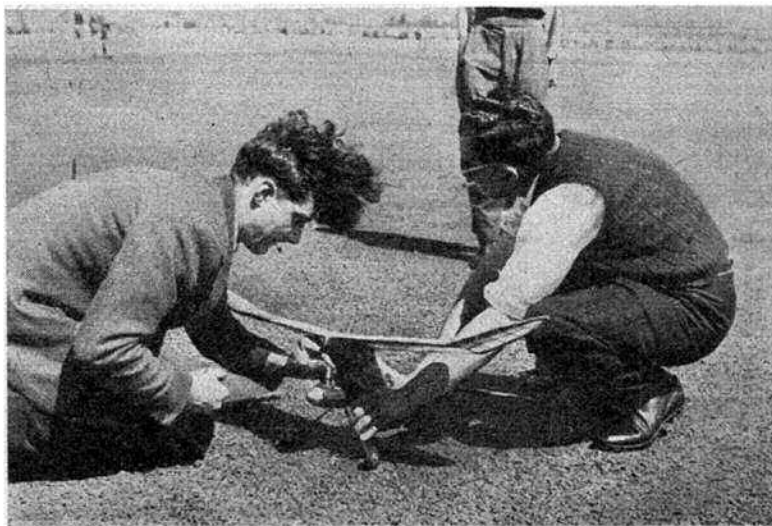




sixteen finalists received a prize for they all deserve it for their grand efforts, sporting acceptance of the draw, and uncomplaining acceptance of the judges' verdicts.

While in 1948 a few British engines battled against a high powered American contingent, this year the only foreigners amongst the finalists were two Torpedo 29's with glow plugs—one of which failed to get away. The other fourteen comprised six Elfin 1.8 c.c., two Elfin 2.4 c.c., two Yulons, and one each K Falcon, E.R.E., and Mills 2.4 c.c. No biplanes figured in the final, most models being essentially simple large chord square tipped machines, mainly with drop-off undercarriages, obviously built for service and ease of repair. An exception was Steward's model with elliptic wings and fuselage and moulded cockpit, which would probably have won a *concours d'elegance* amongst the finalists. Incidentally we hope shortly to publish plans of the winning machine exclusively in the AEROMODELLER—a model that should not be beyond even the comparative novice to build . . . as to flying we have seen what Hewitt could do!!

Photographs on this page taken clockwise are as follows:— Mrs. Gunter, assisted by Gussle, watches her Banshee scream away in the Sir John Shelley event. Young Bowles, right, flew two models as his special manoeuvre in the Gold Trophy. His pal, Butcher, is flying the other model here preparatory to handing over. The next two pictures show judging in progress with hard-working "Dicky" Dickson and Ronny Moulton, shown left and right respectively. Competitors with them are Beer of West Essex and Cyril Mays. Hewitt of S. Birmingham, winner of the Gold Trophy, being congratulated by fellow clubmates. (Where did he get that cap?) Close up of Annenberg's Elfin powered swept forward wing job. This model shook even the most hardened pylonites with its phenomenal rate of climb. Springham of Saffron Walden starts his Slicker, and next we have Muskett launching for Mays in the Gold Trophy. Last picture features the beginning of a promising climb, the model being owned by Smith of Balham.

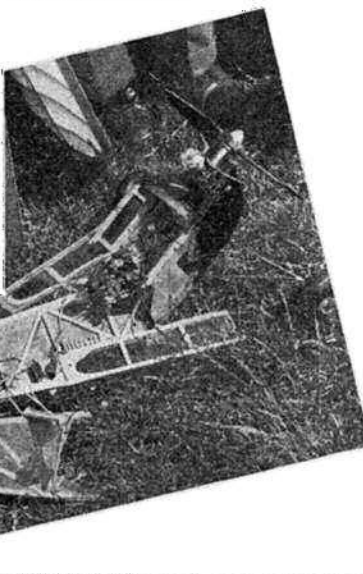






Top left, Chuck Doughty's veteran model equipped with "rudevator." Centre, Wallace's model goes straight up over his head. Top right, "Dumbo" takes the air.

Left, Russell launches; and below, the ultimate result. Miraculously his Mercury Corsor receiver was O.K.



Below, Harlow of Peterborough tests his radio gear before flying. Bottom right, a scene at the check point featuring from left to right "Rip" (seated), Mika Booth, Geoff Dunmore, Chuck Doughty (in beret) and with his back to the camera, Max Coote, who acted as technical checker.



## RADIO CONTR

The following articles make interesting comparison of development in this latest and increasingly important phase of aeromodelling. The organisers of both meetings are to be congratulated on their initial efforts with an entirely new type of contest, as with any innovation certain unforeseen snags are bound to occur. Keeping in mind the lack of experience of both competitors and organisers, both meetings were in my opinion highly successful.

The support for the British meeting was remarkably

*British*

BY H · G · HUNDELEY

**B** BRITAIN'S first Radio Control event was naturally the highlight of this year's Nationals and the R/C Enclosure was the centre of an enthusiastic and quizzing crowd early morning to late afternoon. Original entries totalled some 42 competitors out of which 14 attempted flights and of these only 9 scored points. Those competitors that scratched did so for many and varied reasons. Quite a number would not risk valuable machines and equipment in view of the weather conditions, and others suffered technical troubles of one sort and another. Of those that flew there were only a handful that made any semblance of controlled flying. Unreliability of radio equipment and the difficulty of keeping models in range in the prevailing high wind were the main causes of failure.

We sympathised with Harlow of Peterborough who placed second. With a beautifully built model and reliable radio gear of his own design he looked a probable winner until his wing dowels succumbed to the

*Continued*





On the right, the winning machine receives final receiver response check with semaphore acknowledgments by Klein.

Left, the ill-fated powered glider entered by the Brissaud-Quinard team.

Below, "Rushy" lends a helping hand to Honnest-Redlich.



## OL CONTESTS

high, and does in fact compare favourably with recent meetings held in America, where this class of event has been featured at their Nationals for some years past. We have of course the experience of the Americans to use, and much credit is due to the Good brothers and others for the pioneer work they instituted.

As with control-line flying I foresee rapid development, which should (in the case of radio control) be of a more lasting quality in view of the enormous scope there is for the hobby in this direction. EDITOR.

*French*

BY D · J · LAIDLAW · DICKSON

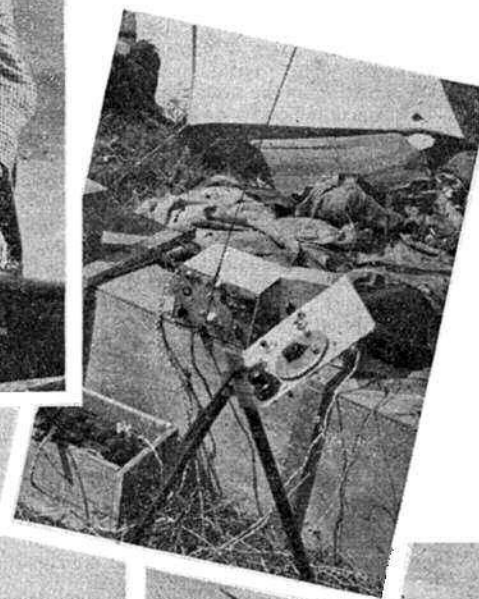
THE aircraft section of the annual Radio Control Contest held at Bretigny sur Orge, near Monthlery on June 12th, organised in France by the Miniwatt Company offered a complete contrast to the first British contest held only a week previously at Fairlop. In winning, the Pepin-Werler-Klein team put up a performance that amply justified their placing within the framework of the contest rules, but all who were present would agree that George Honnest-Redlich, the sole British entrant, flying as a one-man team, apart from a little help given by "Rushy," stole much of the thunder both by the number of his flights and the apparent ease with which he handled engine and radio equipment.

Initial entries this year numbered seventeen, all two or three man teams with one exception other than the British entrant. This team entry is a usual French arrangement as so seldom is one man capable of both passing the transmitting licence exam and building a flyable model.

overleaf.



Below, Pepin's transmitting set and signal panel. Below left, French Post Office checking apparatus. Below right, a non-starter demonstrates his interesting transmitter. Bottom left, Honnest-Redlich and his model. Bottom right, Pepin with his other glider entry.



## BRITISH

effects of a spin. Valentine of Ilford, first man away dropped a wing on the turn and damaged his rudder. He retired for repairs and tried again later on with little success. Russell of Chingford waited until he had gained some height before dropping his wing the result being a complete "write off". Undaunted by all this, Wallace of Barnes and District sallied forth with his "Telecommander," which used E.C.C. equipment, and a Wildcat 49. He engaged in a series of low level turns, almost spinning in on several occasions, but always just saving the situation with a last minute signal. Then followed several people with unwilling engines and so we came to a "Dumbo," the largest model in the contest. "Dumbo" was, of course, Dennis Allen's pet and had been a consistent performer at Fairlop in recent months. Not so on this occasion, for lumbering off in a very stable fashion "Dumbo" took probably two signals and then decided to ignore the rest. He was last seen describing beautifully steady circles in the distance.

Many others were destined to suffer the same fate and it was noticeable at this stage that what had been quite an orderly contest began to get a little out of hand. The fault lay in several competitors being allowed at the take off point at one time, where they gradually congregated because of technical difficulties. It would have been better had a time limit been imposed on each man, which when exceeded meant his return to the R/C compound and also to the end of the flight list. The great danger lay in more than one competitor transmitting at the same time and we actually saw this occur. This was unnecessary as all transmitters were impounded after checking and it was up to the judges to see that only one competitor was at the take off area at any given time. Another point which was open to criticism was the fact that during the early part of the contest competitors were required to state their intended manoeuvres before attempting same and were granted up to a certain maximum of points for each attempt and whilst this was put into force by the judges for the earlier part of the contest it appeared to lapse during later flights.

Taplin of Thanet made a fair attempt although his machine powered with an E.D. Mark III seemed to lack the urge necessary to gain a safe degree of height. He flew it round the heads of the crowd several times before landing in the midst of them. Both he and his son were flying "Radio Queens" employing E.D. equipment. Pete Cock was flying a very similar model to the Taplins again using E.D. equipment and he also was under-powered but even so managed a few manoeuvres at low altitude before finally losing control. It should be pointed out here that these last mentioned competitors together with many others were deliberately using low powered machines with a slow rate of climb as they are very suitable for radio control work, except of course in a high wind and here fate was unkind.

It was eventually left to "Chuck" Doughty of Birmingham to provide a reasonable example of controlled flight. He was wise enough to arrange for a helper to launch the model several hundreds of yards upwind of the transmitter so keeping it in range a good deal longer. "Chuck" used modified Mercury Corsor equipment, and of special note, a home built "Rudevator" on the American style. This apparently paid dividends as his control was infinitely superior to the rest with the possible exception of Harlow. His model, an ancient and somewhat battered Stentorian performed a fair number of manoeuvres but did not quite manage a loop, although he made a gallant try. A little more power or a little less wind would have done the trick, but in any event, Doughty thoroughly deserved his win for at no time was his model out of control.

Summing up we would say that this first Radio Contest although not a resounding success was a gallant effort in the face of deterring conditions. Participants undoubtedly profited by the experience gained and most important of all the essentiality of reliable equipment was proved beyond doubt. We all know that Radio Control has a long way yet to go, and although some may have considered this event a little premature it certainly prepared the ground for the future and as a result we look forward with confidence to 1950.

## RESULTS

1. Doughty, C., Birmingham 150 2. Harlow, W., Peterborough 40  
3. Taplin, J., Thanet 50 4. Cock, P., Southampton 44 5. Col Taplin, Thanet 42  
6. Allan, D., West Essex 20 7. Wallace, Barnes 20  
8. St. Valentine, Ilford 15 9. Booth, M., Blackpool 10

## FRENCH

No pre-entry fee is required for the Miniwatt, so, in the nature of things, some early entries had faded away by the day, when future optimism had given way to practical reality. Ten entries remained by June 12th, but, like the little nigger boys, sundry accidents had happened during practice, some had just not turned up, leaving a solid core of four models actually on the field prepared to fly. These comprised two gliders one manned by the ultimate winning team Pepin-Werler-Klein and the other by Pepin-Kessler, one power assisted glider entered by Brissaud and Quinard, which ended the day after the contest with one of the finest spiral dive prangs we have yet seen, and last but not least the only powered aircraft, a highwing model of 64 inch span based on Junior 60 wings and a cabin fuselage fitted with an Ouragan 236 c.c.

Rules set no limit on the numbers of flights made by entrants, the only proviso being that machines must take off within ten minutes of coming under judge's orders. Compulsory manoeuvres appeared simple in the extreme being limited to two S turns, requiring left and right rudder, and the maintenance of a straight line for ten seconds. This latter was by no means so easy as it looked! Free flying left the field open to any stunt or stunts the entrant cared to nominate. Finally there was a spot landing test, requiring descent within 100 metres of a mark. This incidentally was so placed as to require extreme nicety of judgement if visitors' cars were not to be hit in the process, and demanded an upwind beat against a fair breeze.

Pepin-Werler with their large glider, at about the F.A.I. limit of 11½ ft. span, flew first and executed the fixed manoeuvres. Later in their second flight they made a low level launch and brought the model straight in for the spot landing almost on the mark. This launch was indeed so low that total flying time could hardly have exceeded twenty seconds!

The Pepin-Kessler machine was almost identical, except in having about eighteen inches less in the centre span.

The motorised glider appeared to possess a power egg motor solely as ballast as no effort was made to run it, and the model simply kited off as a straight forward glider. Even so its performance was quite sound, if unspectacular. Receiving trouble was evident here, and in fact its later write off, with the unhappy owners scabbling in the grass for valves and sundry bits was entirely due to lack of signal response.

At the risk of being accused of jingoism we must pay loud and long tribute to Honnest-Redlich for his showing. The specially built receiver followed the usual E.D. circuit, which he designed, but was rebuilt in miniature and adapted to French frequency. Tests had been limited to one outing before the contest yet both machine and equipment handled perfectly throughout his five flights. After completing his set pattern, H-R strove manfully to loop, achieving three quarter success time after time, unfortunately the wind, while not bothering the heavy gliders, whipped his light, low-powered machine down over the edge of the drome in a matter of seconds, making distant control necessary all the time, as height had first to be gained from the take-off point.

Additional points were given for the general technical and practical skill shown in building transmitters and receivers, while final points were adjusted to a formula which took into consideration total all-up weight, number of channels employed, and power output.

Throughout the contest officials of the P.T.T., the French postal authorities were present with a checking control to keep competitors on their allotted frequency, and to discourage unauthorised transmitting out of turn.

Altogether the meeting was a complete success from our point of view; it gave an opportunity to meet French enthusiasts and to see at first hand some of the difficulties under which they work. Finally, we should like to express our thanks to the hard working Miniwatt officials Messieurs Sergeant and Desmasures who found time to meet us and take us by car to and from the field.

## RESULTS

|                       |                  |            |
|-----------------------|------------------|------------|
| 1. Pepin/Werler/Klein | Glider           | 134 points |
| 2. G. Honnest-Redlich | Power Model      | 104 "      |
| 3. Pepin/Kessler      | Glider           | 102 "      |
| 4. Brissaud/Quinard   | Motorised Glider | 23 "       |

# The QUEENS CUP

Lady Tedder presents Ron Warring with the Queens Cup, with Lord Tedder, Chief of Air Staff, on the left.



BY H. G. HUNDLEBY

THE Queens Cup, now an established aeromodelling event of major importance, further enhances the ever-popular Northern Heights Gala, and as we drove across the grass of Langley Aerodrome on Sunday, 26th June, it was obvious that the whole of London's aeromodelling public had turned out for the day. Spectator support bettered even that at the Nationals, and, as always for this event, the Clerk of the Weather laid on King Sol in no uncertain fashion. Another peculiarity they always seem to manage at this Gala is a light breeze that changes direction quite happily the day long. In fact, the first aeromodeller we met had just picked his glider up from his feet after a flight of some 23 minutes!

Apart from the Queens Cup, contests in all classes were held throughout the day, and a study of the results shows some phenomenal times in the duration events. Balaam's flight in particular, of nearly 40 mins., must have strained the time-keeper's eyes and Yeabsley managed another long session as he did last year. All comps were run on a delightful free and easy basis as was the organisers' intention, and with the rules allowing competitors any number of flights the sky was never free of models. The Concours enclosure gave an indication of the high standard of construction and finish to be found these days and it was encouraging to note that most of the flying entries were in fact capable of flying.

Directly after lunch the Queens Cup commenced, and under ideal conditions these large 12 ounce machines fought it out. Following Phil Smith's success last year there was, of course, a preponderance of "Hiclimbers," but many interesting individual designs were in attendance. Others modified existing Wakefield designs and Ron Warring, the winner, did exactly this. He increased the wing area of "Zombie" to 250 sq. ins. and the tailplane to 80 sq. ins. and used 16 strands of  $\frac{1}{4}$  rubber 48 ins. long. We were glad to see Ron have some real success at last, for it has long eluded him. Lady Tedder presented the magnificent trophy and Lord Tedder, in his inimitable concise style, enlightened the many thousand spectators on the advantages of model aeronautics as a hobby.

After tea we were treated to a full-size display, both ancient and modern, featuring Neville Duke in a Hawker Tomtit, Doc Morrell in a Tiger Moth and Wimpey Wade in a Sea Fury, which neatly rounded off a most entertaining day.

## QUEENS CUP RESULTS

|            |         |             |            |             |            |
|------------|---------|-------------|------------|-------------|------------|
| R. Warring | Zombies | 631.5 secs. | M. Powten  | Nunhead     | 839. secs. |
| R. Jessop  | Zephys  | 475.4 secs  | V. Johnson | Southampton | 755. secs. |
| E. Watts   | Yeovil  | 475.2 secs  |            |             |            |

## HELICOPTER

|            |           |            |
|------------|-----------|------------|
| Z. Tangney | Croydon   | 208 pts.   |
| V. King    | Brentford | 157 pts.   |
| R. Warring | Zombies   | 115.5 pts. |

## GLIDER "FLIGHT CUP"

|             |            |              |
|-------------|------------|--------------|
| D. Balaam   | Kingston   | 2382 secs.   |
| R. Yeabsley | Croydon    | 2131.2 secs. |
| D. Eltridge | Addlestone | 2089.5 secs. |

## RUBBER "FAIREY CUP"

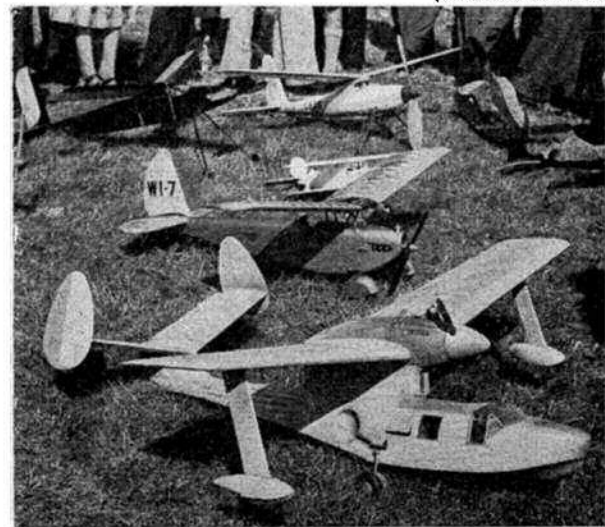
|           |             |              |
|-----------|-------------|--------------|
| E. Gordon | Southampton | 1040.2 secs. |
|-----------|-------------|--------------|

|                                |                       |
|--------------------------------|-----------------------|
| <b>"CORONATION CUP"</b>        |                       |
| C. Allan                       | Newbury 90 pts.       |
| A. Russell                     | N. Kent ... 88 pts.   |
| C. Wilmot                      | Totton ... 88 pts.    |
| B. Gardner                     | Fulham 85.5 pts.      |
| <b>CONTROL LINE "M.E. CUP"</b> |                       |
| M. Long                        | S. Birm'gham 262 pts. |
| W. Taylor                      | W. Essex 261 pts.     |
| P. Smith                       | Clingford 233 pts.    |
| <b>GALA CHAMPION</b>           |                       |
| R. H. Warring                  | Zombie                |

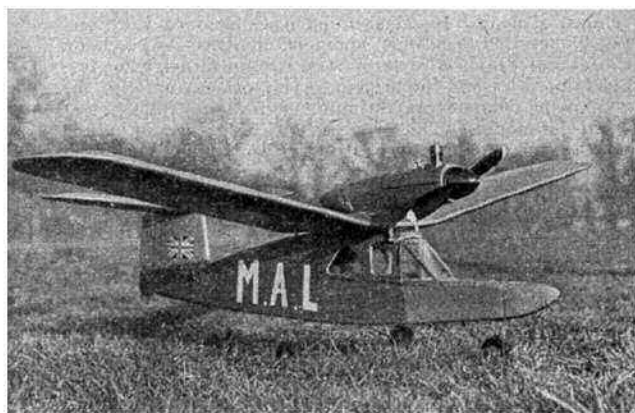
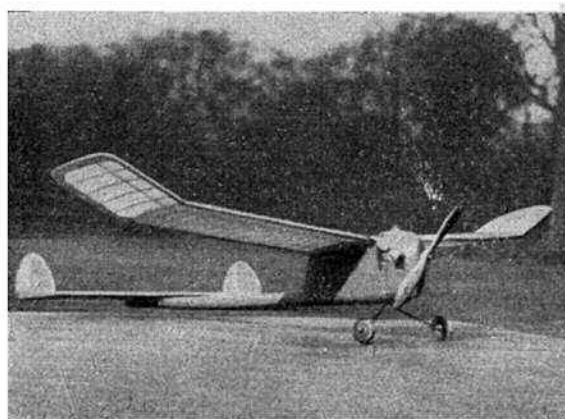
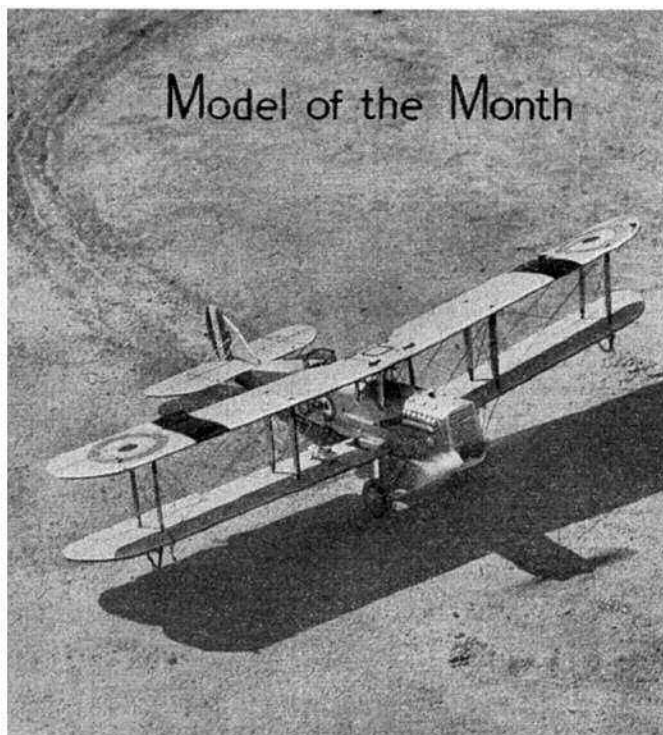


Above, P. T. Capon's superbly finished Queens Cup model turns away over the heads of the crowd.  
Below, a view of the Concours enclosure featuring H. J. Townner's Seagull amphibian in the foreground. This model awaits its finishing coats of dope, we hope to feature it in a future "Aeromodeller"

(Aeromodeller Photos.)



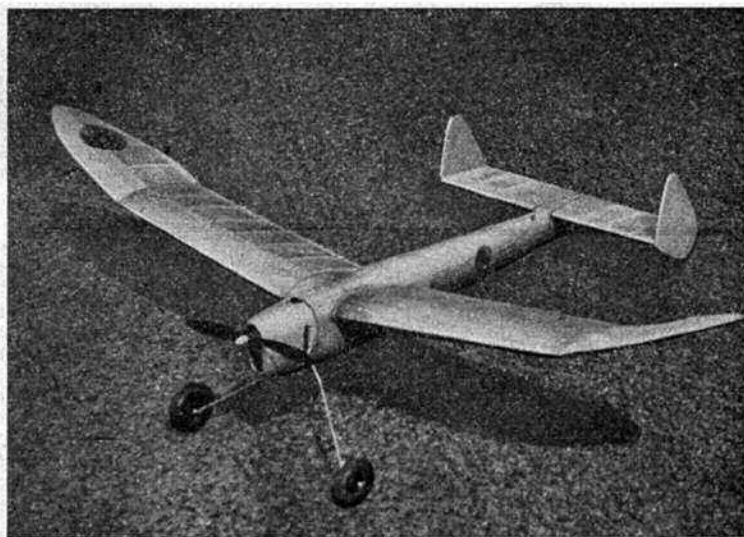




FROM the flattering reflection in his crystal Fliar Phil now feels certain he is on the right lines with his Wakefield experiments. Not being a believer in hackneyed stuff he is expecting great things from the 10,000 turns he gets on his single strand 1/16 inch square motor . . .

We go back a good few years for this month's Model of the Month which is an 1/2 inch to one foot non-flying scale DH9A built by R. Morgan of Gloucester. The photograph was taken in Egypt while the builder was serving with the R.A.F. way back in 1925. Mr. Morgan does not say how the very realistic taxi-ing effect was obtained but the result is certainly a credit to both the builder Mr. Morgan and the photographer Mr. C. A. Sim.

The other photographs on the left-hand page are an interesting selection of power models commencing centre left with P. A. Guilment's 42 inch span Amco powered model christened "Gili Axe" and derived from the designer's earlier



"Gili Hatchet" glider. Model is fully to F.A.I. specification and has to its credit a very stable manner and superb glide. The wing area is 230 square inches, and the weight 10 ozs. The model seems to follow the modern low speed "suitcase" technique for minimum drag.

Centre right is a most unusual design by M. A. Leadbeater of Bushy Park. One of many free lance designs by this modeller, this machine flew straight off the board despite its unorthodox appearance. We have no details of dimensions but the model is powered by an Amco Mk. I.

Bottom left is a photo from B.A.O.R. showing an attractively finished 5 ft. span Frog Centurion, powered with a Frog 180. The model was built by Capt. Valentine Cockle from a standard kit with the exception of the attractive touches of spats and cowling. Fliar Phil gathers that the model has been successful to date and satisfactory if not startling performances have been obtained.

The Grumman Hellcat, bottom right on the opposite page, is a scale control line effort by H. C. Skeels of Warmington. The span is 29 inches, weight 18 1/2 ozs. and it is powered by an E.D. Mk. III.

The designer claims that his model shown at the top of this page is the strongest power model existing. Rejoicing in the name of "I Do Dit" it is 48 inches span and was designed and built by R. Sandy of Henley-on-Thames. Robust construction features such points as ribs capped top and bottom, built up trailing edge, tongue and box wings, 1/16th sheet covered fuselage, and a cowling of 1/4 inch sheet. Total weight with its Mk. I Mills is 1 1/2 lbs., despite which it R.O.G.'s without trouble and has done a lot of flying.

One of the few replies to Fliar Phil's enquiry regarding autogyros, J. Reid's model illustrated centre left was flying last year, and

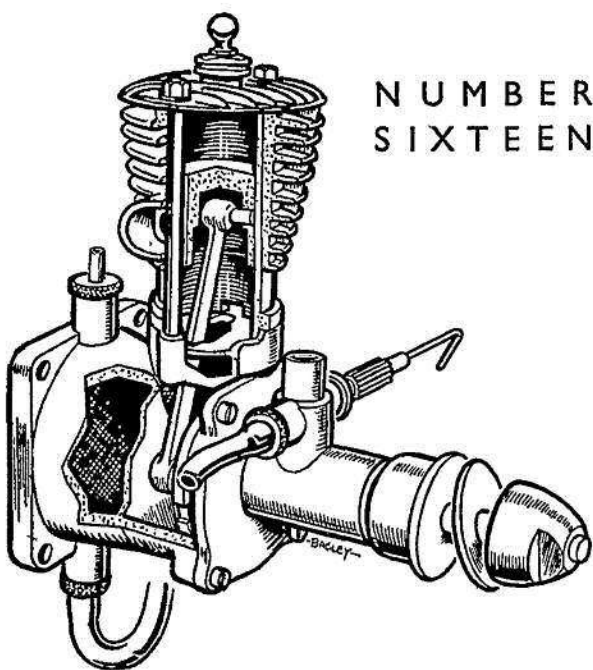


flying it was as the photo shows. The model was rubber powered, the rotor diameter being 19 1/2 inches.

Last on the list is a first class solid by H. Parrish of Manchester, which is done full justice by a very good photograph. The machine is of course a Constellation, and it forms part of Mr. Parrish's collection of 130 (so far) 1/72 scale models, this particular model being from his "International Airliner" section in which he now has ten models.

Fliar Phil still looks forward to Wakefield week, hoping to see many of his readers at Cranfield cheering him on, and in the meantime goes on winding—for perhaps he can get ten thousand and one turns on that sadly knotted piece of elastic.



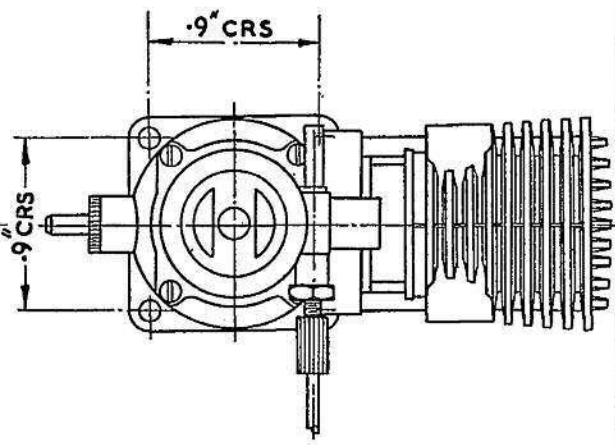
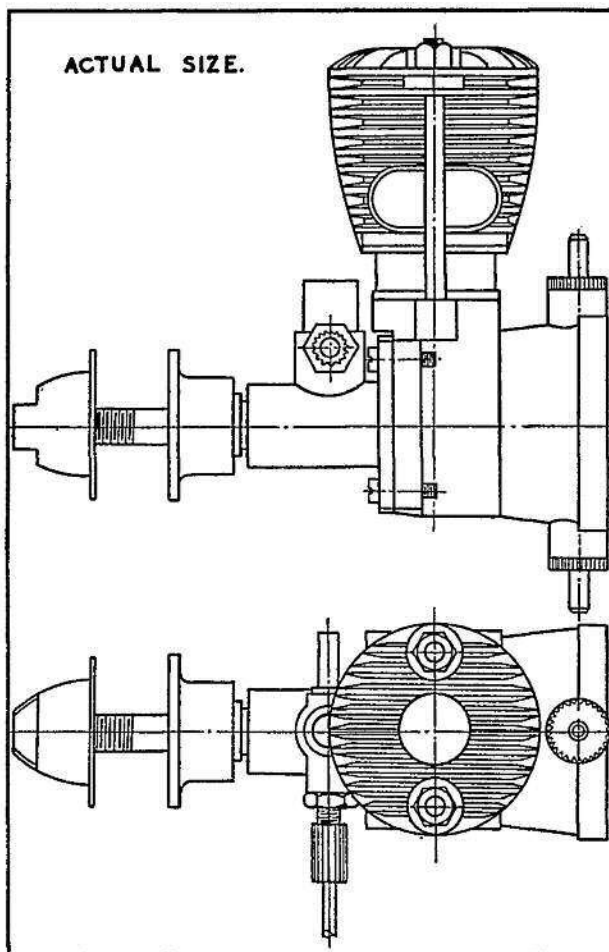


THE Frog "160" glowplug engine follows the external appearance of this well-known range, with the fuel tank integral with the crankcase and forming the engine mount. The rotary-shaft inlet valve is also retained, although I understand that a new type of jet—claimed to give greater sensitivity of control—is now being fitted. During this engine test the old type of jet was used, but it is not felt that the new jet would have had any effect upon the actual power developed by the engine.

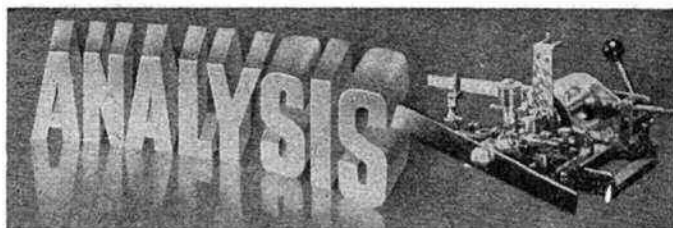
Some preliminary trouble was experienced in starting the engine, due to a mysterious and persistent blockage of the jet. Careful investigation disclosed that this was caused by small particles of the plastic fuel tube, which were cut from the bore of the tube each time it was pushed on to the spigot of the jet. The type of tubing used seems very prone to this, and the difficulty was overcome by substituting a different kind.

Once the control settings had been mastered the engine started quite readily, and, as I discovered during my previous tests with the "100" diesel type, the engine displayed unusual flexibility of running. It seemed quite happy at all speeds from about 5,000 to 12,000 r.p.m., although the engine was not so happy below the lower figure as its diesel counterpart. This seems to be a characteristic of glowplug operation, as I have encountered it before.

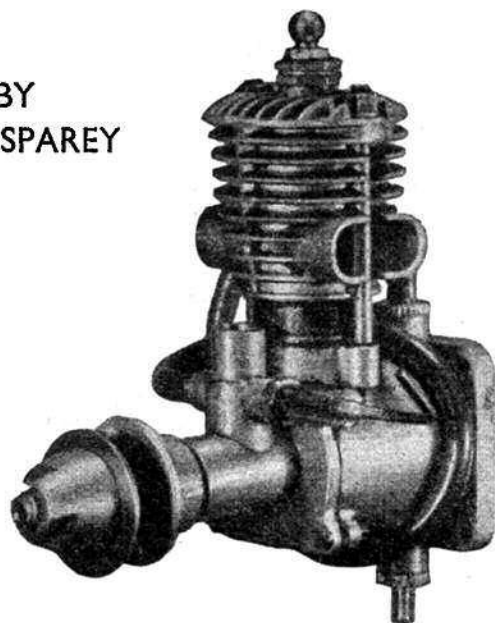
Owing to the short front bearing the propeller is brought uncomfortably near to the fingers when operating the jet control needle, and a sore knuckle on my forefinger still reminds me of some unfortunate encounters. This danger is made all the more probable because the fingers are brought into contact with the full blast of the exhaust gases, which, from a glowplug engine, are, believe me, hot! The trouble does not seem to arise with diesel engines, because with these the exhaust is much cooler and causes no inconvenience. The glowplug is an entirely different matter, and after a couple of days of testing my left thumb was very nicely cooked under the nail. My effort to use—awkwardly—other fingers, for a change, was mostly responsible for my touching the revolving airscrew. It is difficult to see how this trouble can be overcome on such small engines, and I have encountered the trouble on other glowplug motors of similar lay-out and size; which goes to show what un-







BY  
L. H. SPAREY



expected things can happen, even when only changing over from diesel to glowplug operation.

#### TEST

**Engine :** Frog "160" 1.66 c.c. · Glowplug.

**Fuel :** Frog "Red Glow" Glowplug Fuel.

**Starting :** Pulley-and-cord starting was mostly used for convenience, but the engine started easily by hand when tried experimentally from time to time.

**Running :** This was particularly even at all speeds, and made testing very pleasant, owing to the absence of "hunting" and general fussiness. No cut-out is fitted.

**B.H.P. :** Although the Frog "160" is a general purpose engine, with no claims to being a hot-stuff, racing job, the power output is very creditable, with the maximum power occurring at a nice turn of speed. As will be seen from the graph, a maximum of .083 b.h.p. is found at a speed of 10,850 r.p.m. The rise and fall from this point is gradual; in fact, the curve is remarkably flat. Thus, a drop of only .003 b.h.p. from maximum occurs over a range of 2,000 r.p.m.; that is, between 9,500 and 11,500, so that a slight maladjustment in throttle setting should not have serious results.

After 11,500 r.p.m. power drops fairly rapidly until, at 12,200 further test readings served no useful purposes. So, also, at the lower end of the scale, where, after a reading of .053 b.h.p. at 5,400 r.p.m., tests were discontinued.

**Power/Weight Ratio :** .379 b.h.p./lb.

**Remarks :** No mechanical failures of any kind were encountered throughout the tests, and the engine ran well and consistently at all times.

**Piston :** Cast Iron Flat top.

**Connecting Rod :** Hyduminium R.R. 56.

**Crankpin Bearing :** Plain.

**Crankshaft :** Steel, heat treated.

**Crankshaft Valve :** Rotary.

**Plug :**  $\frac{1}{4}$  in. K.L.G. "Miniglow" plug.

**Main Bearing :** Plain (Mechanite).

**Little End Bearing :** Plain.

**Special Features :** Transfer ports are internal with bevelled tops to give direction to the mixture. The combined crankcase and fuel tank facilitate mounting as a "sidewinder" for control line flying.

#### GENERAL CONSTRUCTION DATA

**Name :** "Frog 160"

**Manufacturers :** International Model Aircraft Ltd., Morden Road, Merton.

**Retail Price :** 48/- (including purchase tax).

**Delivery :** Ex Stock.

**Spares :** Ex Stock.

**Type :** Glowplug.

**Specified Fuel :** Frog "Red Glow"

**Capacity :** 1.66 c.c.

**Weight :** 3.25 ozs.

**Compression Ratio :** 10:1

**Mounting :** Radial, Upright or Inverted.

**Recommended Airscrew :** 8 in. dia. by 5 in. pitch

**Recommended Flywheel :**  $1\frac{1}{2}$  in. dia. Weight: 3 ozs.

**Tank :** Integral with crankcase.

**Bore :** .485 in.

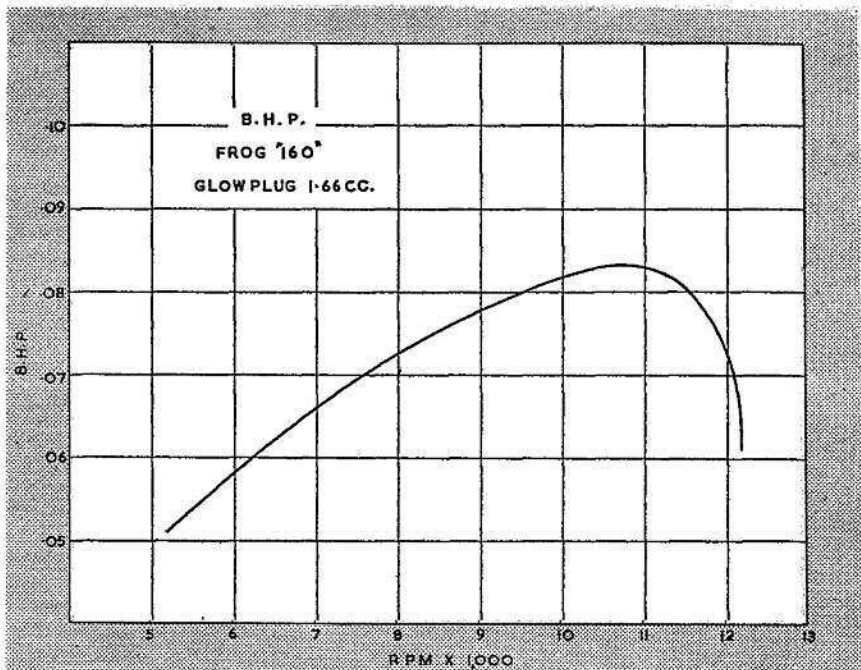
**Stroke :** .55 ins.

**Cylinder :** Hardened steel, 4 exhaust ports and 4 transfer ports, Attached by spigot and two holding down bolts.

**Cylinder Head :** 2 holding down bolts, Simmonds' lock nuts.

**Contra Piston :** Cast Iron.

**Crankcase :** Aluminium die cast.





AIRCRAFT  
DESCRIBED. No. 22

## The BOULTON PAUL BALLIOL T Mk II

BY  
E. J. RIDING

**D**ESIGNED to the same specification as the Avro Athena (AEROMODELLER, January 1949) the Balliol Mk. II fitted with the Rolls-Royce Merlin 65 engine is now in limited production for the R.A.F. During a recent visit to the Boulton Paul works we were able to inspect and photograph one of the four prototypes, namely VW.899 fitted with a Merlin 35.

The first prototype, or Type 108, VL.892 was powered by a Bristol Mercury radial engine, the firm being anxious to carry the development work and test flying on the airframe as far as possible until the availability of the Armstrong-Siddeley Mamba prop-jet units. VL.892 made its first public appearance at the S.B.A.C. Display at Radlett in 1947.

At the 1948 Display held at Farnborough, examples of the Balliol I and II were on show—VL.935 with a Mamba unit, and VW.897 with a Merlin 35.

Production of one more of each Mark followed in due course—Mk. I VL.917 and Mk. II VW.899. Now, pending further development work on the Mamba unit, a small pre-production batch of Balliol II's with Merlin 35 engines has been laid down at Wolverhampton, and the first two machines VR.590 and 591 are approaching final assembly.

**Construction.** All metal. The fuselage is built in three separate parts, the front one containing the two cockpits, the rear fuselage portion which is of circular section semi-monocoque construction, and the tail cone complete with built-in fillets for tailplane and fin. The wings (Section N.A.C.A. 65) are attached directly to fittings embodied in the front fuselage structure, are of the conventional two-spar stressed skin construction, and designed to fold upwards outboard of the undercarriage legs.

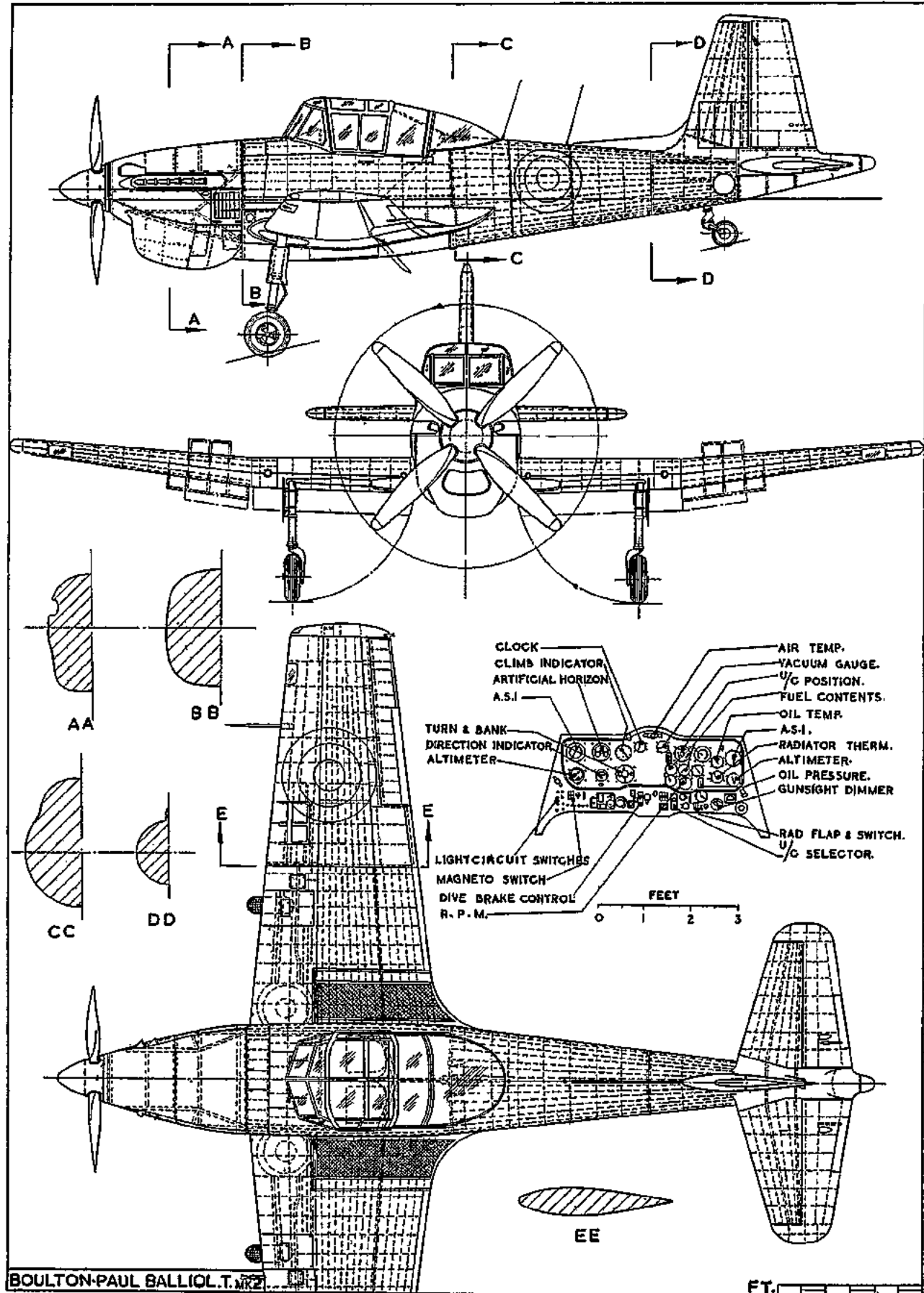
Pneumatically operated flaps and dive brakes are fitted—the former to both inner and outer planes, and the latter to the outer planes only, forward of the front spar. The pneumatically operated undercarriage retracts inwards into the wing roots, each leg being interchangeable and capable of being removed from the wing as a separate unit. The fuel tanks can be removed from the inner wings via panels in the root end ribs; and these, together with a third tank beneath the cockpit floor have a total capacity of 125 gallons. Two wing drop tanks each of 45 gallons capacity can be fitted.

Power is supplied by a 12 cylinder vee type liquid cooled Rolls-Royce Merlin 35 engine driving a hydraulically operated constant speed metal airscrew.

**Colour.** Aluminium all over. Red, white and blue roundels on sides of fuselage and upper and lower surfaces of wings. Red, white and blue fin flash. Yellow training scheme bands on wings immediately outboard of walkways and on rear fuselage. Black service numerals on fuselage sides and on the under side of the wings, the tops of the numerals being adjacent to the leading edge on the port side and vice versa on the starboard side looking at the machine from underneath. Black apron forward of the wind screen.

**Specification:**—Length: 34 ft. 3½ ins. Span: 39 ft. 4 ins. Height: 13 ft. 9 ins. Wing Area: 250 sq. ft. Total Weight: 8,310 lbs. Tare Weight: 6,597 lbs. Max. Speed: 305 m.p.h. Cruising Speed: 280 m.p.h. Range: 525 miles. Service Ceiling: 32,000 ft.









# S.M.A.E. NEWS

WHICH CONSISTS IN THE  
MAIN OF NEWS REGARD-  
ING THE "WAKEFIELD"

To date seventeen countries have indicated their intention to participate in the Wakefield Trophy event, due on July 31st, at Cranfield. Italy and Trinidad have made enquiries, but at the time of going to press no firm news is to hand from these two countries.

The following nations have already selected their teams:—

## SOUTH AFRICA

B. Farbridge  
L. Morison  
C. Leibenberg  
C. von Ahlefeldt  
J. Sala  
R. Munnik  
(Manager—Ron Moulton)

## NEW ZEALAND

F. Bethwaite  
B. B. March  
A. Macdonald  
D. R. Kennedy  
J. St. Clair Woodley  
R. N. Hewitson  
(Manager—J. R. Court)

## SWEDEN

Arne Blomgren  
Borge Borgesson  
Anders Deurill  
Ake Larsson  
Lennart Segerfeldt  
Sune Stark  
(Manager—Sune Stark)

## FINLAND

Aarne S. Ellila

## NORWAY

Harald Orvin  
Per Hoff  
Thor Molbach

## AUSTRALIA

B. N. Felstead  
A. K. Lim Joon  
E. O. Gregory  
J. M. Fullarton  
A. Meader  
R. S. Rowa

## CANADA

W. M. McKay  
Ben Webb  
John Korta  
Allan Ford  
Frank Loates  
Joe Wright

## DENMARK

Peter B. Christensen  
Mogens P. Erdrup  
Paul E. Kuniss  
Carl J. Petersen  
Jorgen S. Petersen  
(Manager—Per Weishaupt)

## HOLLAND

H. L. F. de Kat  
H. Lufjens  
J. de Jong  
H. van de Woerd  
Y. Lodewyckx  
(Manager—J. van Hattum)

(six), BELGIUM (six), IRELAND (six), FRANCE (six), and of course GREAT BRITAIN (see page 499). Also three models are coming from CZECHOSLOVAKIA, to be flown proxy.

Arnold Degeu will manage the Swiss team, and Frank Zaic the American. All is now set for the biggest Wakefield Contest in history.

## NATIONAL CONTEST RESULTS

### ASTRAL TROPHY 143 entries.

|     |                  | Ratio             |       |
|-----|------------------|-------------------|-------|
| 1.  | Goodman, R.      | Bushy Park        | 19    |
| 2.  | Monks, R.        | Birmingham        | 41.74 |
| 3.  | Knight, J. B.    | North Kent        | 15.68 |
| 4.  | Goodrich, G.     | Manor House       | 14.66 |
| 5.  | Concannon, M. J. | R.A.S. Portsmouth | 13.43 |
| 6.  | Ashcombe, J.     | North Kent        | 13.14 |
| 7.  | Askew, R.        | Cheadle           | 12.65 |
| 8.  | Warring, R. H.   | Zombies           | 12.42 |
| 9.  | Colbourne, P. J. | Chichester        | 11.88 |
| 10. | Russell, A.      | North Kent        | 11.29 |
| 11. | Coker, N.        | Swindon           | 11    |
| 12. | Hicks, J.        | Bushy Park        | 10    |
|     | Dallaway, W.     | Birmingham        | 10    |
|     | Wilmott, D.      | Belfairs          | 10    |

### HALFAX TROPHY (120 entries)

|     |                 |            |       |
|-----|-----------------|------------|-------|
| 1.  | Dunmore, G. E.  | Leicester  | 734.4 |
| 2.  | Askew, R.       | Cheadle    | 642   |
| 3.  | Ashcombe, J.    | North Kent | 588   |
| 4.  | Oldroyd, H.     | West Yorks | 542.4 |
| 5.  | Ashurst, A.     | Wigan      | 535   |
| 6.  | Chester, H.     | West Essex | 512.2 |
| 7.  | Tubbs, H.       | Leeds      | 491.4 |
| 8.  | Dean, W.        | Zombies    | 470.8 |
| 9.  | Dubary, V.      | Leeds      | 450.7 |
| 10. | Stothers, K. L. | Leicester  | 440.5 |
| 11. | Williams, R.    | Swansea    | 435.9 |
| 12. | Albericci, P.   | Leeds      | 411.2 |

### S.M.A.E. CUP (125 entries)

|     |                  |                  |       |
|-----|------------------|------------------|-------|
| 1.  | Royle, P. J.     | Littleover       | 900   |
| 2.  | Evans, E. W.     | Northampton      | 824.6 |
| 3.  | Halsman, B. V.   | Liverpool        | 727   |
| 4.  | Turner, L. W. V. | Rugby            | 710.5 |
| 5.  | Bishop, W. J.    | Blackheath       | 699.4 |
| 6.  | White, H.        | Icarians         | 693.2 |
| 7.  | Russell, E. J.   | North Kent       | 679.7 |
| 8.  | Ryde, L.         | Northern Heights | 647.7 |
| 9.  | Woolle, G.       | Bristol & West   | 616.9 |
| 10. | Hewitt, P.       | Halstead         | 612.6 |
| 11. | Latham, H.       | Park, M.A.L.     | 611   |
| 12. | Grimbley, R.     | York             | 600   |

### PILCHER CUP (196 entries)

|     |               |                  |       |
|-----|---------------|------------------|-------|
| 1.  | Kennedy, J.   | Upton            | 900   |
| 2.  | Farrow, W. G. | Wayfarers        | 883   |
| 3.  | Gardner, B.   | Fulham           | 865.4 |
| 4.  | Dabbs, R.     | Park M.A.L.      | 814.1 |
| 5.  | Power, M.     | Belfairs         | 811.2 |
| 6.  | Gabriels, L.  | Oldham           | 803   |
| 7.  | Monks, R.     | Birmingham       | 789.2 |
| 8.  | Bishop, W. J. | Blackheath       | 776.4 |
| 9.  | Skelton, W.   | Darlington       | 770   |
| 10. | Bennison, H.  | Ipwich           | 768.3 |
| 11. | Mead, R.      | Northern Heights | 755   |
| 12. | Wooliams, B.  | Wayfarers        | 753   |

The South African team will be part proxy, the percentage not being known at present. The Australian models will be proxy flown, as will those of New Zealand, with the exception of Bethwaite, who is coming across.

Other teams who will be attending in person are those from SWITZERLAND (five or six), MONACO (three), AMERICA

## WAKEFIELD TRIALS RESULTS FAIRLOP JULY 2nd, 1949

|                      |                  |        |                       |                |        |                     |                |           |
|----------------------|------------------|--------|-----------------------|----------------|--------|---------------------|----------------|-----------|
| 1. Chesterton, R. B. | Northampton      | 900    | 32. Courtney, A. A.   | Oxford         | 472.45 | 64. Dean, W.        | Zombies        | 266.7     |
| 2. Holland, F.       | Swansea          | 803.5  | 33. Cole, R.          | S. Wales       | 452.1  | 65. Wilson, A. H.   | Hayes          | 259.5     |
| 3. Smith, E.         | Icarians         | 801    | 34. Coxon, M.         | Southampton    | 447.9  | 66. Millington, J.  | Park M.A.L.    | 257.4     |
| 4. Warring, R. H.    | Zombies          | 732.75 | 35. Calvert, R.       | Bradford       | 440.3  | 67. Wilson, N.      | West Midland   | 255.75    |
| 5. Hinks, R.         | Luton            | 728.8  | 36. Montgomery, P.    | Kirkcaldy      | 439.2  | 68. Crumplin, E. C. | S. Wales       | 236.7     |
| 6. Clements, R.      | Luton            | 719    | 37. Wates, T.         | Yeovil         | 417.5  | 69. Allaker, F. B.  | Surbiton       | 225.8     |
| 7. Marcus, N. G.     | Croydon          | 711.25 | 38. Lee, A. H.        | Bristol & West | 416.1  | 70. Webb, R.        | Essex          | 223.75    |
| 8. Field, P. E.      | Belfairs         | 709.75 | 39. Vickery, P.       | S. Wales       | 413    | 71. Boxall, R.      | Brighton       | 214.1     |
| 9. Farham, R. T.     | Worcester        | 653.65 | 40. Clarke, F.        | Bolton         | 406    | 72. Berriman, T.    | Thames Valley  | 208.7     |
| 10. Dubery, R. V.    | Leeds            | 652.5  | 41. Revell, H. W.     | Northampton    | 405.2  | 73. Parson, J. R.   | Sheffield      | 202.8     |
| 11. Hinks, W.        | Park M.A.L.      | 643.25 | 42. Phillips, J. H.   | S. Wales       | 391.9  | 74. Lees, D. G.     | Bradford       | 192       |
| 12. Moon, K. W.      | Bristol & West   | 622.3  | 43. Wycherley, J.     | Five Towns     | 391.6  | 75. Cotton, R. C.   | Northampton    | 182.75    |
| 13. Luck, R. A.      | Northampton      | 603.75 | 44. Rutter, K.        | R.A.F. Swindon | 381.8  | 76. MacPherson, H.  | Reading        | 170.5     |
| 14. Lees, N.         | Bradford         | 594.65 | 45. Fairless, S. C.   | Newcastle      | 375.8  | 77. Caswell, R.     | Hatfield       | 161.9     |
| 15. Bolton, A. E.    | Birmingham       | 593.5  | 46. Higgins, J. B.    | Pharos         | 374.75 | 78. Aldridge, J. W. | Eastbourne     | 155.2     |
| 16. Copland, R.      | N'tern Heights   | 585.6  | 47. Houlberg, A. E.   | Oxford         | 360    | 79. Walker, K.      | Sheffield      | 154.75    |
| 17. Pitcher, J. L.   | Croydon          | 582.1  | 48. Miller, C. P.     | Bradford       | 350.7  | 80. Slater, J. J.   | Mid Sussex     | 111.45    |
| 18. Woods, G. A. T.  | Bristol & West   | 565.4  | 49. Lilley, P. E.     | S. Wales       | 345.2  | 81. Woodfine, G.    | Plymouth       | 102.8     |
| 19. Hardman, M.      | Rhyl             | 558.3  | 50. Adams, F. J.      | Northampton    | 339.35 | 82. Richards, M. D. | Plymouth       | 102.75    |
| 20. Eales, W. F.     | Rugby            | 533.8  | 51. Alexander, R. A.  | Merseyside     | 336.55 | 83. Stott, L.       | Bradford       | 85.2      |
| 21. North, R. J.     | Croydon          | 530.7  | 52. Murray, W.        | Kirkcaldy      | 327.7  | 84. Foot, R.        | Oldham         | 77.5      |
| 22. Muxlow, E. C.    | Sheffield        | 524.9  | 53. Hollingsworth, R. | Rugby          | 315.5  | 85. Carson, C. W.   | Plymouth       | 70.4      |
| 23. Monks, R. C.     | Birmingham       | 517.4  | 54. Macpherson, R. D. | N'tern Heights | 312    | 86. Peckett, G. D.  | Bradford       | 55.1      |
| 24. Taylor, P. T.    | Thames Valley    | 509.3  | 55. Palmer, J.        | Chesham        | 308.2  | Tillett, K.         | Chingford      | Scratched |
| 25. Dallaway, W.     | Birmingham       | 505.55 | 56. Bennett, D.       | Whitefield     | 207.5  | Blake, W.           | Southorn Cross | "         |
| 26. Salt, G. E.      | Loughboro' Coll. | 495.3  | 57. Elmes, D. H.      | Ilford         | 205.95 | Chapman, F.         | Luton          | "         |
| 27. Brockman, D.     | Zombies          | 494.8  | 58. Knight, J. B.     | North Kent     | 288.1  | Roberts, J. L.      | Yeovil         | "         |
| 28. Jessop, P. R.    | Surbiton         | 478.45 | 59. Marshall, S. C.   | Boston         | 284.05 | Stuart, L.          | Park M.A.L.    | "         |
| 29. Witt, D.         | Peterborough     | 474.4  | 60. Haddock, C.       | Reading        | 280    | Naylor, A.          | Sheffield      | "         |
| 30. Foden, G.        | Chelmsford       | 474    | 61. Geesing, T. A.    | Croydon        | 279.35 |                     |                |           |
| 31. Wood, L. E.      | Chingford        | 473.05 | 62. Boxall, F.        | Brighton       | 270    |                     |                |           |
|                      |                  |        | 63. Miller, J. R.     | N'tern Heights | 267.65 |                     |                |           |

Weather: Hot and sunny, with light breeze

# CLUB NEWS

BY CLUBMAN

A COUPLE of "Reader's Letters" in the June issue of our contemporary, "Model Aircraft", bring to public light a matter I have been plugging for some time past, i.e. that it is high time the onus of ensuring that both model specifications and keeping to contest rules should be placed on the contestant, and removed at long last from the over-burdened shoulders of the organisers of a meeting.

With the current trend to ever increasing entries in rallies, etc., and particularly National contests, it becomes a physical impossibility for the officials to check each and every entry either before, during or after a contest, and some other means has to be devised. The Surbiton and Zombies clubs now advocate a system that could work well, providing that officials are prepared to stand on their rights and impose drastic penalties in an effort to prevent this "looking for loopholes", and deliberate wangling in comps.

Briefly, the system is that entries shall be made via the club secretary (or Areas), the club themselves being responsible that all their entries conform to the stipulated requirements. During a contest, official checkers will call on various contestants to bring their models forward for checking. In the event of a model being found not up to specification, *the whole club entry is disqualified.*

My own opinions expressed earlier are that the individual so caught out should be black-listed for the balance of the season, or a period decided upon by the officials, but I am sold on the further step of penalising the whole club, as this would bring about a more rapid improvement. A chap may take a chance on his own bat, but I don't think many would try it on if they knew they would have their disqualified clubmates on their necks in consequence.

Nevertheless, it is a great pity that it becomes necessary to even contemplate such steps in order to make certain modellers play the game. However, it is no good shutting our eyes to facts, and knowing that such would-be "fiddlers" are at work makes it all the more imperative that suitable steps are taken to weed out the types that are no use to the movement, or those who fly for the fun of the thing. I suppose it is the "aftermath of the war" that we hear so much about, with all its black-marketing and spivery, but it is none the less disheartening to find such jiggery-pokery going on in our hobby. The sooner we clean it up the better, and I for one don't give a hang who I upset in trying to do it.

Whoops—seems I put my foot in things when discoursing on the "American engine cadging racket" in the May issue. When writing about the Birmingham club's activities I was reminded of this subject, and carried right on with my remarks *re* these cadging types. Now it seems that certain Brummites have taken my remarks as applying directly to their club, and for this I offer my sincere apologies that such an interpretation could have been read into my "slating". I am further informed that B'ham is probably worse off for engine supplies than most other big towns, though no explanation is given for this statement.

Any modellers travelling to Dublin for the Irish Nationals (August 14th.) and wanting accommodation should write to the Hon. Comp. Secretary M.A.C.I., immediately, as he has a limited list of suitable accommodation. Address to Mr. P. Masterson, 13, Drumcliffe Drive, Cabra West, Dublin.



Lack of a tape measure doesn't worry Ron Moulton—even when confronted by such monster control-liners as Don Worby's "Barn Door" design shown above. What's the rhyme about "its height times its weight . . . ?" Anyway, it is 6 ft. span and 12½ in. chord, McCoy 60 powered and did beautifully easy stunting at the West Essex Gala.

The NORTHERN CHAMPIONSHIPS MEETING, organised at Sealand by the North Western Area on June 12th., comprised a series of contests for rubber, glider and power models. As an experiment, all competitors were required to have qualified for an S.M.A.E. Class "A" Merit Certificate, except in the control line classes where contestants were nominated by their clubs. To this is attributed the high standard of flying (and conduct) noticeable throughout the meeting.

The hard work put in prior to the meeting by Mrs. E. Dillon (Comp. Secretary) and the organising committee was more than justified by the response of modellers and general public alike, and had it not been for an unforeseeable breakdown in the public address system the organisation would have been well-nigh perfect. Nevertheless despite this interruption in control-competitor liaison, and a rain storm, flying never ceased.

Tribute must be paid to the Commanding Officer, Wing Commander Gray, and R.A.F. personnel for co-operating so well—it is a real help when organising an event of this sort to arrive at the airfield and find the various enclosures already staked out!

The first hint of the times to be expected was two flights in the 8 minute region by B. Haisman (Liverpool) and L. Gabriels (Oldham), quickly followed with a 25 minute flip by C. Calkin of Wallasey using a "Saint" glider. Both Calkin and Gabriels were able to repeat these times later in the day, but with the "five minute" rule hard at work were relegated to 3rd and 5th places respectively in the glider contest. Winner of this contest was diminutive D. Bennett of Whitefield, with flights of 20 minutes, 6 minutes and 3:20 seconds. Total for the contest 800 seconds.

Times in the rubber and power contests were not quite so spectacular as those above, but even so good consistent flying was the order of the day. B. Haisman (Liverpool) flew a brand new slabsider Wakefield into first place in the rubber contest, and F. Davies (Macclesfield), with three flights of just under 3 minutes each, came first in the power.

The control-line stunt contest was flown off under the S.M.A.E. stunt schedule and J. Eiflaender (Macclesfield) took first place with 291 points, just four short of the maximum. M. Booth of Blackpool and P. Ridgeway (also of Macclesfield) were extremely close second and third. Eiflaender also showed up well in the speed contest with 73.4 m.p.h. in Class II. He used engines of his own manufacture in both stunt and speed. Cass. Gaska of the DETROIT SKY GUYS, now at Burtonwood, thrilled the crowd with 116.

m.p.h. in Class VI.

Apart from actual contest models many other interesting types were to be seen. Powered scale models, free flight and control-line, were in abundance as were cabin type power stoozeabouts. The trend, away from pylon jobs, towards these latter was very noticeable. Four or five radio control jobs turned up but results were disappointing.

By virtue of 1st, 6th and 10th places in the glider, rubber and power contests respectively D. Bennett was judged to be Champion of the day and received an engraved plaque to commemorate the event. Individual champions were awarded suitably engraved medallions.

#### RUBBER CONTEST

|                 |              |           |
|-----------------|--------------|-----------|
| 1. B. Haisman   | (Liverpool)  | 513 secs. |
| 2. B. Pickin    | (Wigan)      | 492 "     |
| 3. B. Woodhouse | (Whitefield) | 354.5 "   |

#### GLIDER CONTEST

|                 |              |           |
|-----------------|--------------|-----------|
| 1. D. Bennett   | (Whitefield) | 800 secs. |
| 2. J. O'Donnell | (Whitefield) | 726 "     |
| 3. C. Calkin    | (Wallasey)   | 631 "     |

#### POWER CONTEST

|                |                |             |
|----------------|----------------|-------------|
| 1. F. Davies   | (Macclesfield) | 493.3 secs. |
| 2. B. Faulker  | (Cheshire)     | 435.1 "     |
| 3. D. Salloway | (Ashton)       | 404.2 "     |

#### C/L STUNT

|                 |                |            |
|-----------------|----------------|------------|
| 1. J. Eilaender | (Macclesfield) | 291 points |
| 2. M. Booth     | (Blackpool)    | 285 "      |
| 3. P. Ridgeway  | (Macclesfield) | 282 "      |

#### C/L SPEED

|              |                          |                        |
|--------------|--------------------------|------------------------|
| J. Eilaender | (Macclesfield)           | 72.4 m.p.h. (Class II) |
| C. Gaska     | (Burtonwood and Chester) | 116 m.p.h. (Class VI)  |

NORTHERN CHAMPION D. Bennett. (Whitefield)

Two things in particular distinguished the WEST ESSEX GALA at Fairlop on June 19th . . . numbers of glorious prangs, and Bill (Gipsy) Deah was observed wearing socks and shoes . . . An ably organised meeting provided an enjoyable day for a large entry and some thousand spectators, whose interest in the proceedings at times overcame their discretion. Good weather came in the afternoon and brightened up the proceedings, added by the dulcet tones of 'Funf' Taylor on the AEROMODELLER P/A van which was called into service for the occasion.

Good flying in all classes was the order of the day, highlights being young Bridget McCann—a colleen from Workshop—showing the boys how to fly in the speed event, and five year old Warring Jnr. who, under his old man's expert eye took third place in the special Jetex contest. Altogether a satisfying day notably lacking in "spoof and spats", for which full credit must be given highly harassed Doug. Gordon and his very willing team of officials. This is yet another meeting where hitches could only be laid at the feet of the competitors, who exhibited a lamentable reluctance to be first man off. Results:—

|                 |                          |                      |
|-----------------|--------------------------|----------------------|
| Power/Ratio     | J. Smith (Manor House)   | 37.32 ratio          |
|                 | G. Gorrwich (West Essex) | 34.52 "              |
|                 | L. Hind (West Essex)     | 28.35 "              |
| C/L Stunt       | W. Morley (West Essex)   | 273.5 pts.           |
|                 | N. A. Long (Sth. B'ham)  | 281.5 "              |
|                 | L. Steward (West Essex)  | 277. "               |
| Speed Handicap  | C. Shaw (Zombies)        | 118.3 34.6           |
|                 | Shaw & Dean ( " )        | 119. 79.3 (McCoy 49) |
|                 | Tee (Surbiton)           | 75. 78.9 (Fox 59)    |
|                 |                          | (Eiff 1.8)           |
| Rubber Duration | L. Barr (Pharos)         | 9:29                 |
|                 | W. Dean (Zombies)        | 9:28.5               |
|                 | L. Hinks (Park M.A.L.)   | 8:57.5               |
| Jetex           | W. Dean (Zombies)        | 3:51                 |
|                 | Stewart (Alton)          | 2:49.3               |
|                 | Warring Jnr. (Zombies)   | 2:16.8               |

The Superintendent of Police, Divisional Headquarters, Grays, Essex, informs us that he has two power models in his possession as follows:—An orange and blue machine of 4 ft. span, found in Aveley on 8/5/49 (quote ref. No. P/LPB/35/49) and a yellow and black 5 ft. job found in Orsett on the 10/5/49. (ref. No. T/LPB/64/49). The latter model has N.G.A. transfers, but . . . of course neither machine carries owner's name or address. Will some folk never learn! Owners please retrieve their models at once, Tel. No. Tilbury 201-2, and a word of thanks to the police for this information.

H. E. V. Peall of "Horton", King Edwards Road, Laindon, Essex would appreciate news of his Mills powered "Bandit" that disappeared from sight on June 11th. This chap did have his name and address on the job, but this appeared on

the cowl, which became detached on launching. The model is all white, with blue nose and fin edging, and a £1 reward is offered for its return.

Talking of bits dropping off, brings to mind the tale told by Al Molyneux of Wallasey. When C/lining his E.D. Comp Special powered job he saw, to his dismay, the cylinder head unscrew, and finally drop off together. The engine did not cut as expected, but continued running for four minutes with no appreciable drop in revs. When the model finally landed, it nosed over onto its back . . . and the contra piston dropped out . . .

(I think we can follow the example set by our American contemporary "Model Airplane News" and start a monthly prize for the "Tallest story of the month." Prize will be a full year's subscription to the Aeromodeller, and the comp. will commence with the September issue. Stories must be true. (I'd win too many myself if it came to fiction) and should where possible be verified by witnesses).

An inter-club contest between the BY-PASS MODELERS (Sutton) and the Uplands M.A.C. at Epsom Downs brought about some good flying, the best flight of the day being a 10-1 ratio which went o.s. for G. A. Pearce's Frog 100 powered "Scorpion". Full results were:—

|        |                         |            |
|--------|-------------------------|------------|
| Rubber | A. Richardson (By-Pass) | 4:29       |
|        | D. Fraser ( " )         | 3:05       |
|        | Allen (Uplands)         | 2:33       |
| Glider | Smith (Uplands)         | 3:59       |
|        | Dorrell ( " )           | 3:14       |
|        | Callaghan (By-Pass)     | 1:21       |
| Power  | G. A. Pearce (By-Pass)  | 8.42 ratio |
|        | G. Truscott (Uplands)   | 4.11 "     |
|        | R. Hill ( " )           | 3.7 "      |

The ILFORD & D.M.A.C. is staging something of a revival this year, Ed. Stoffel having the "Flight Cup" to his credit, and D. Elms in the Wakefield Trials. Reg Twiddy holds the club glider record with a flight of 2 hours 20 minutes (which takes some understanding, as no National Record has been applied for). Members from this club did a good job at Fairlop during the Nationals, conducting a repairs tent, and netting the useful sum of £6. 12s. 6d. for the Wakefield Fund in consequence.

The OXFORD METEORS M.F.C. carried off nine out of twelve prizes at a meeting held at Thame. D. Laitt recently knocked the club ratio record for the proverbial "barton" when he clocked an average for three flights of 30-1. Some going, that!

August 14th is the date set for the BRENTFORD & CHISWICK M.F.C. Gala, to take place at Longcross Halt. Rubber, glider and power ratio events will be held, with cash prizes. (Personally, I think it a pity to award cash in these events—it attracts the wrong type of competitor.)

With the accent on C/L D. Tennent of the BEAUMONT COLLEGE M.F.C. holds the club Class I record with 58.8 m.p.h. J. Joss has raised the power record with a flight of 7 min. o.s.

The UPTON M.F.C. annual contests for the Eves and Reynolds Trophies were flown off at Fairlop in very windy weather. Flying a "Warring Lightweight" J. Holt won the rubber class with times of 1:18.5, 1:34 and 1:39.5, B. Smith being runner-up. P. Carpenter proved the winner in the junior event.

AMPLEFORTH COLLEGE M.A.C. started the term well with Dick Twomey's "Minatour" raising the power-ratio record to 37-1 on the first day, also setting up a distance record of 11.7 miles. This figure would have been beaten by M. D. Pitel's model had he not timed it himself! Some chaps never learn! Thermals have been unusually prevalent of late and a number of remarkable flights have been timed.

Not many clubs have the "on the doorstep" facilities of the LOUGHBOROUGH COLLEGE M.A.C., their club-room being right on the edge of the college flying ground. As a consequence, a goodly number of club records have been recently established as follows:—

|           |               |           |
|-----------|---------------|-----------|
| Wakefield | G. E. Salt    | 8:30      |
| Canard    | P. J. Cannell | 2:15      |
| Glider    | G. E. Salt    | 4:56      |
| Ratio     | P. L. Joyce   | 6.58      |
| C/L Speed | W. Ross       | 60 m.p.h. |



The past month has been an interesting one for the THAMES VALLEY M.A.C., three members making the Wakefield Trials out of a total membership of ten. T. Berrinan followed his model for 25 minutes in the Eliminator, even though the d/t was working. It landed outside a cricket pavilion, where the owner managed to quench his thirst with a much needed pint. Obviously a well trained model! In the S.M.A.E. Cup, Mr. Kendall said "Can't be bothered with a d/t" and promptly lost the job right overhead after 14:30.

Results of a recently conducted questionnaire in the MERSEYSIDE M.A.S. are interesting. 33.3% prefer gliders, 25.9% rubber, and 22.2% F/F power. Only 3.7% expressed a liking for C/line, the same figure given for both power and rubber scale types. 7.4% like experimental. (Gosling's influence is apparent in the liking for gliders.) 80.6% like comps. against 9.7% who don't—the rest being indifferent.

Owing to mowing-cum-grass requirements, the Rally to be staged by the FORESTERS M.F.C. has been postponed from June 26th to September 18th. The place—Langar Aerodrome.

A great deal of success has been obtained recently with a 6 ft. F.A.I. glider designed by F. F. Heaton of the WHITE-FIELD M.A.C. Versions have been built by several members and notable flights have been D. Bennett's 20 mile flip which landed almost on the Blackburn club's field, and J. O'Donnell's 15:40 o.s. which went over 15 miles. Comp. successes with this design include first and second in the Northern Championships.

In an effort to encourage the less proficient fliers to enter contests, the LEEDS M.F.C. have devised a handicap system for Club Championship. Points are awarded 3, 2, 1 for 1st, 2nd, and 3rd places. For every point so received 5 seconds is deducted from a competitor's time in the next contest before determining the placing. This means that those who ordinarily do not get a look in on the championship will be able to score on their consistency and perseverance in entering events, while the experts are fighting against a handicap of some 2 minutes by the end of the season.

The APSLEY M.F.C. are preparing for their second attempt at a static show and C/L demonstration for the Hemel Hempstead Carnival, last year's effort being washed out by a downpour. They learnt that engines do not run well on rain-water! S. P. Cripps holds the rubber type record in this club with a time of 1 hour and ten seconds (pity this was not r.o.g. as it would have been a new British record), whilst M. J. Mayhew holds the glider figure with 11:05.

G. T. Monk of the LITTLEOVER M.A.C. is building a Brown Jr. powered autogiro, of which more anon. Seventeen year old P. Royle of the same club totalled 1,446 secs. in the S.M.A.E. Cup event, his last flight landing on Buraston Aerodrome, giving a new club record of 10:55.

Abbotsinch R.N.A.S. station at Paisley provided excellent weather on the 19th June for the K.L.M. and Clyde Model Dockyard Trophies, staged by the GLASGOW M.A.C. However, models drifted over the duty runway to such an extent that finally the meeting had to be declared closed before the second round was completed. 93 competitors tried for the K.L.M. event, which was won by 16 year old Murray Stark of Monifieth for the second year running, his model being a "Hi-Ball". Better times were witnessed in the C.M.D. contest, many Wakefields contacting thermals. Full results:—

|               |                 |                    |
|---------------|-----------------|--------------------|
| K.L.M. Trophy | Murray Stark    | Monifieth          |
|               | Peter Russell   | Stirling           |
|               | Adam Fullerton  | Ayr.               |
| C.M.D. Trophy | W. J. S. Murray | (Kirkcaldy) 9:32.8 |
|               | J. McDonald     | (Pollock) 9:32.4   |
|               | P. Montgomery   | (Kirkcaldy) 9:13   |

A member of the YORK M.A.S. put up a new record of 6:00 with his "Albatross", only to have it almost immediately beaten by E. A. Messom, whose lightweight did 7:19 o.s. In all, seven machines hit the thermals, some were lost, and at least one was last seen sinking in the Ouse. (Diving operations are in progress.)

OLDHAM & D.M.A.C. went to Sealand for their first annual club contests, where times were high with only a 20 m.p.h. wind to contend with. T. Naylor lost a new E.D.

powered job with a time of 5:04, the same member later losing his doubled up "Thermic 50" for a disappointing 3:30. L. Gabriels raised the club glider record to 8:58 at the Northern championships. This model has totalled 32 min. in the last six contest flights, and eleven flyaways (despite D.Ts) in the last month has left the club temporarily bankrupt.

M. Garnett, Hon. Sec. of the BRISTOL & WEST M.A.C. has taken up full-size gliding, and reports that it is fascinating to go out and chase thermals instead of waiting for them to come along. His explorations over Lulsgate reveal that it is not an ideal thermal site; being on top of a hill and over 800 ft. up, lift is mainly of the "red" variety. However, he did find something unusual on Easter Sunday with his Wakefield, clocking 5:20 with the model stalling violently all the time.

Edgar H. Sims of 23, North Fir Street, Medford, Oregon, U.S.A., a leading member of the Medford Prop Nuts, reports an active club at present fairly evenly divided between free flight and C/L, with the trend back towards free flight. He would like to contact chaps in this country who are interested in trading (swapping) diesels for glow plug motors, the same going for kits, etc. He is a trader in Medford, so this should be a good contact for someone. Now, don't all rush.

Another American who would like a swap basis is Marshall H. Caldwell, Jr. of Box 855, Lake Worth, Florida, who wants to regularly exchange "Model Airplane News" for the AEROMODELLER.

And so, here we go for a hectic few weeks chasing all over the countryside. During the next month I have the Wakefield Trials, a Council Meeting, Northern Area Rally, Wakefield Finals, etc., which will give me just one free weekend (so far, as something else always seems to turn up). Ho hum, it's a gay life if a busy one!

Don't forget that "tallest story of the month" comp., and I look forward to hearing from many of you, knowing some of the queer things that have and can happen in this hobby of ours. Good flying till next month, and till then, this is your old news-hound signing off.

The CLUBMAN.

#### NEW CLUBS

##### COLCHESTER M.F.C.

E. Hodgekinson, 25, Wellesley Road, Colchester.

##### ALDERSHOT & DISTRICT M.A.C.

E. Standing, 2, Short Street, Aldershot.

##### STRABANE M.A.C.

D. Fleming, Dock Street, Strabane, Co. Tyrone, N.I.

##### EGHAM M.F.C.

R. V. Killick, 95, High Street, Egham, Surrey.

##### WHIRLWIND M.C.

P. A. Waxham, 103, Gordon Avenue, Thorpe, Norwich.

##### COLLEGE GRAMMAR SCHOOL M.A.C.

M. Jobling, 29, Sparrows Lane, London, S.E.9.

##### RAINES JUNIOR A.C.

G. Giller, 89, Ringhouse Cable Street, London, E.1.

##### BURY ST. EDMUNDS M.E.S.

H. L. Gwynne, 8, Crown Street, Bury St. Edmunds.

##### EAST LIVERPOOL M.A.C.

Mrs. J. Collier, 42, Easton Road, Roby, Nr. Liverpool.

##### R.A.F. COTTESMORE M.A.C.

F/Lt. B. van Cuylenburg, Officers' Mess, R.A.F. Cottesmore, Nr. Oakham, Rutland.

##### VENTNOR M.A.C.

J. Surbey, Ulster House, Hambrough Road, Ventnor, Isle of Wight.

##### MILL HILL SCHOOL M.A.C.

M. A. Tow, Collinson House, Mill Hill, N.W.7.

##### MEDWAY M.F.C.

K. Blatchley, "Coolanay", Wolderslade Road, Chatham, Kent.

##### ARIEL M.F.C.

G. Atterton, 4, Alfred Road, Bristol, 3.

##### CHELTENHAM M.A.C.

K. C. Meredith, 26, Wordsworth Avenue, St. Marks, Cheltenham.

##### HORSHAM & D.M.F.C.

R. A. Coombes, 4, Church Road, Roffey, Horsham, Sussex.

##### WAYFARERS (Herts) M.A.C.

W. G. Farrow, St. Pierre, Hillfield Lane, Aldenham, Nr. Watford, Herts.

##### TANKERSLEY & D.M.A.C.

J. M. Darwin, 98, Tankersley, Nr. Barnsley, Yorks.

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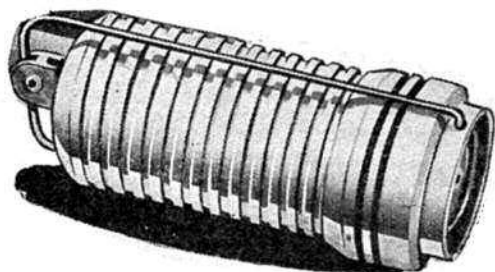
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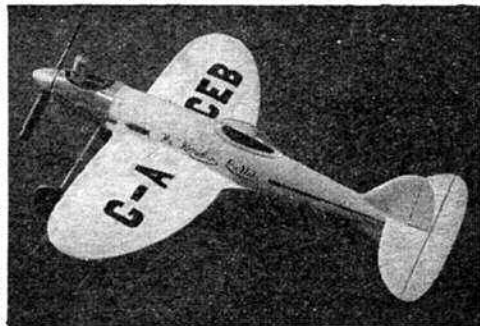
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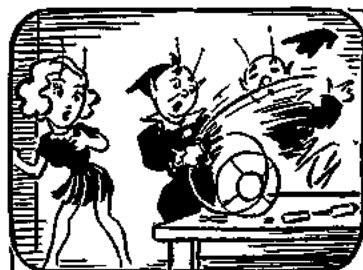
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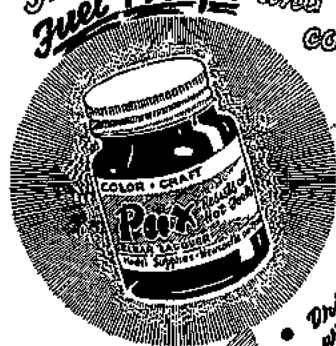
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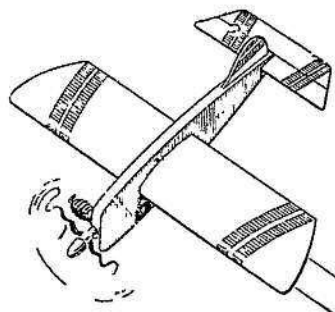
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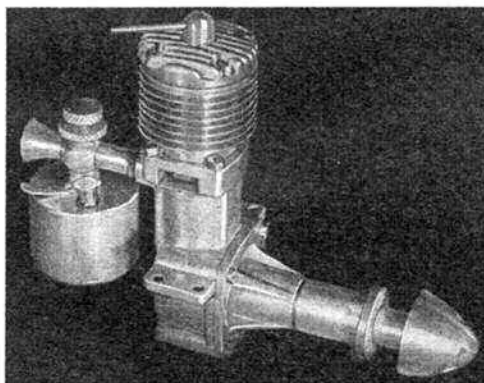
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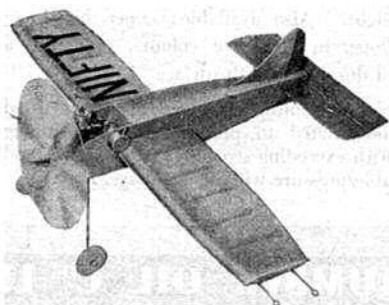
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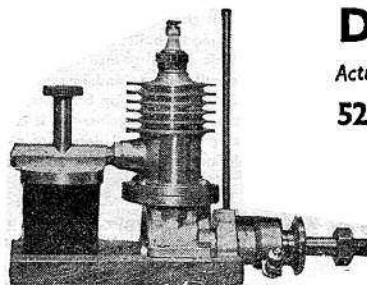
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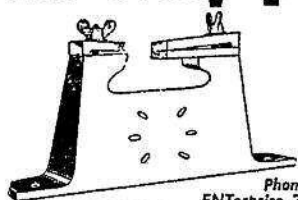
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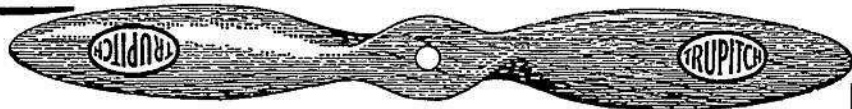
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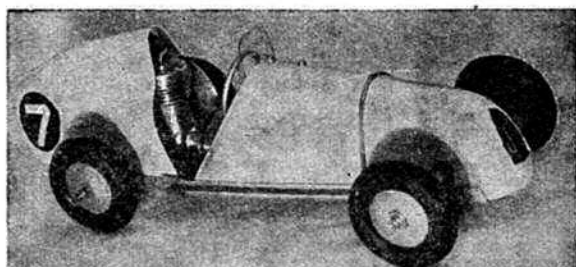


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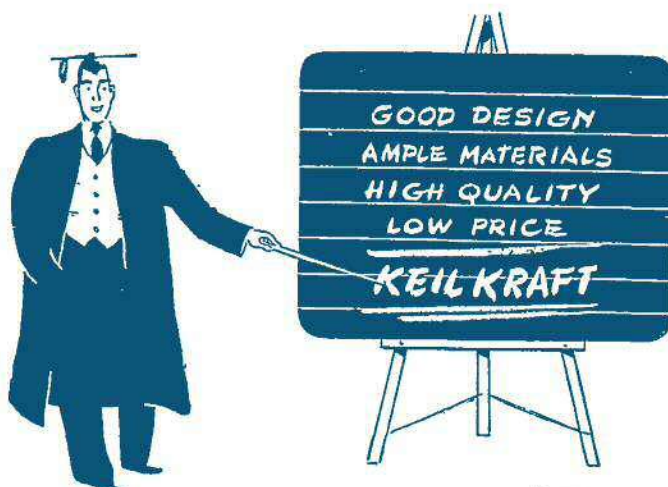
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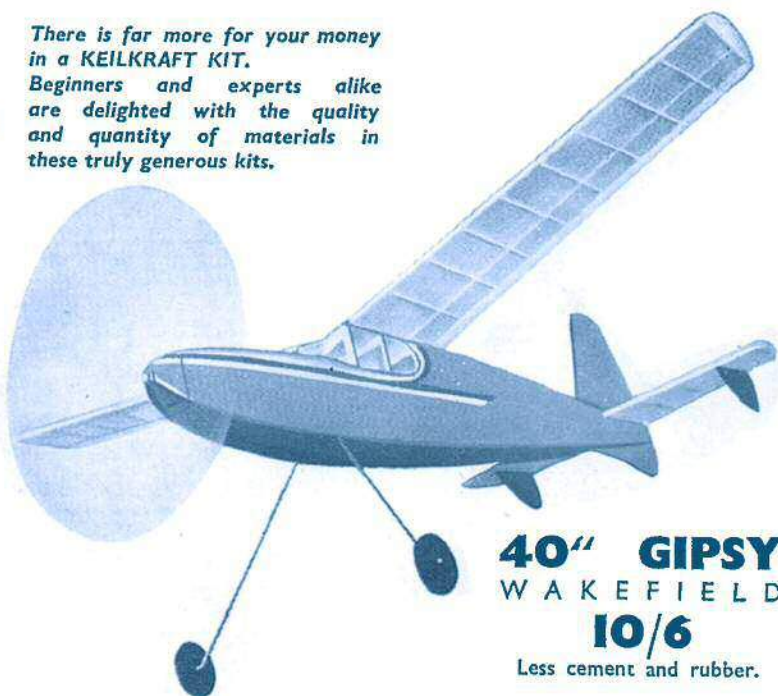
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